

CIVIL AIR PATROL HISTORICAL MONOGRAPH

OPERATION DEEP FREEZE

2022



**NATIONAL HISTORY PROGRAM
HEADQUARTERS CAP**

OPERATION DEEP FREEZE

By

C/Major Robert N. Barger III, CAP

Edited by

Col Frank A. Blazich, Jr., CAP

CAP NATIONAL HISTORY PROGRAM

2022

INTRODUCTION

On 4 September 1956, the United States Air Force announced the selection of 17-year-old Cadet Major Robert N. Barger III of Peoria, Illinois, as the official CAP participant in Operation Deep Freeze II. The year-long U.S. Navy-led operation in Antarctica and the South Pole would prepare a series of bases for the International Geophysical Year. Barger, having just returned from Denmark as part of the International Air Cadet Exchange, would serve as a working member of the 80-person team from the 18th Air Force operating Douglas C-124 Globemaster II transport aircraft to supply the polar operations in conjunction with the U.S. Navy and scientific community.

Beginning in October 1956, Barger's journey to the bottom of the world took him from Peoria, Illinois to Donaldson Air Force Base (AFB), Greenville, South Carolina; Travis AFB, Fairfield, California; Hickam AFB, Honolulu, Hawaii; Canton Island, Kiribati; Nadi, Fiji; Melbourne, Australia; Christchurch, New Zealand, and finally to McMurdo Sound, Antarctica. During his time "on the ice," Barger would be a crewmember of the first USAF aircraft to fly over the South Pole (and first teenager), the first person to celebrate an 18th birthday in Antarctica and become the first Catholic youth to serve as an altar boy in Antarctica.

Until his return to the United States in February 1957, Barger kept a diary of his activities and brought along his personal camera. In January 2021, Dr. Barger donated his diary, photographs, and several artifacts from his amazing cadet adventure to the Colonel Louisa S. Morse Center for Civil Air Patrol History. The following is an edited transcription of this diary. Misspellings were corrected, grammatical issues addressed, acronyms and language standardized, and notations added to identify terminology, notable events, places, and individuals where possible.

The diary is now organized into monthly sections. Dr. Barger's original photographs, documents, and artifacts from his journey are included in the text for perspective together with some other relevant items. While efforts have been made to align the imagery with the entries, there are instances when the photos shown are displayed anachronistically. Due to Dr. Barger's health condition, the editor has been unable to identify every individual mentioned in the text.

Frank A. Blazich, Jr.
Col CAP
National Historian
May 2022

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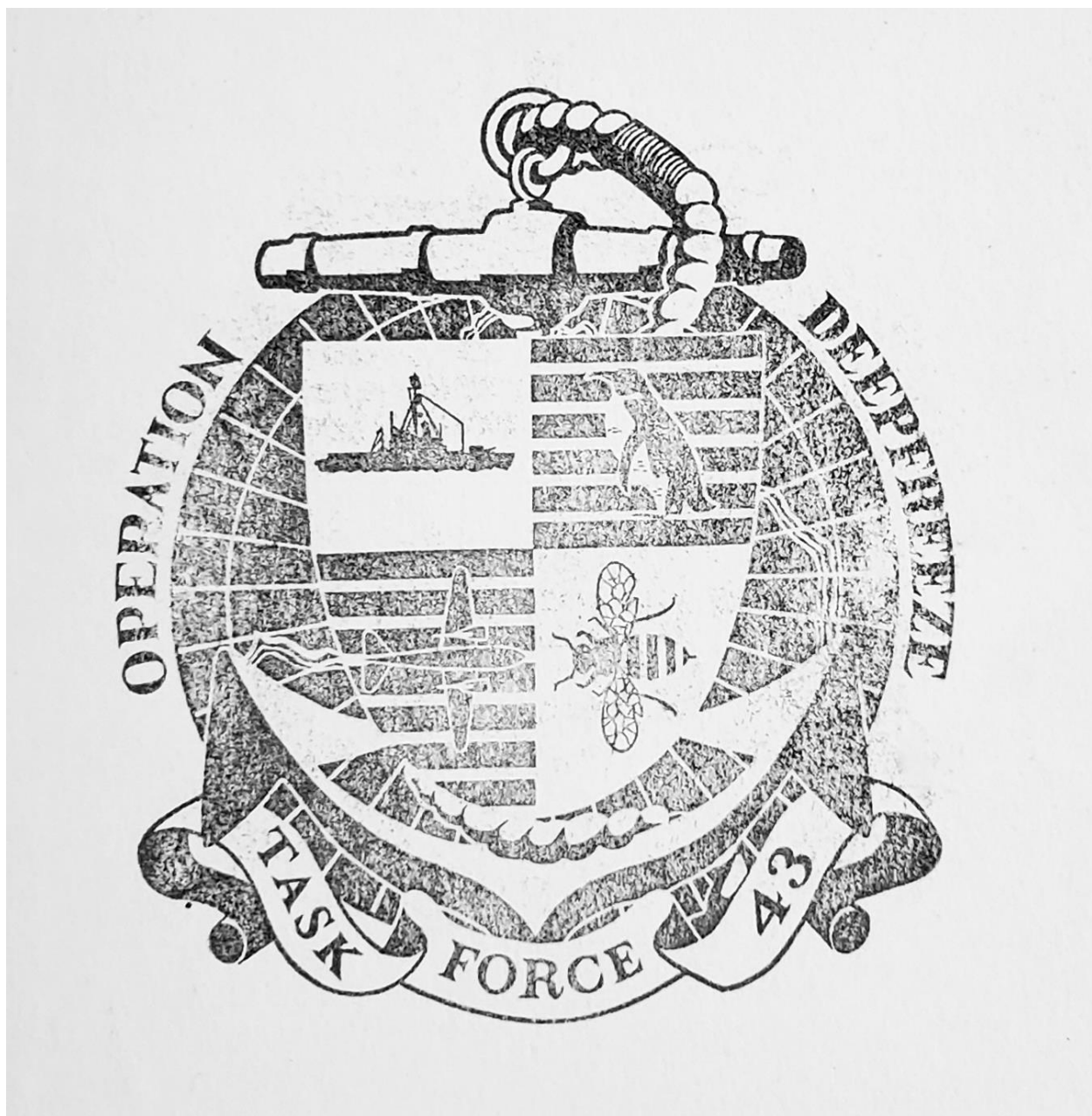


Figure 1 – Insignia for Operation Deep Freeze as stamped inside the cover of Barger’s diary. Source: Dr. Robert N. Barger Collection (hereafter cited as “Barger”).

AUGUST 1956

Friday, 31 August – Spent day at O’Hare.¹ Lunch with Base C.O. [commanding officer] and jet ride.



Figure 2 – C/Maj Robert N. Barger III, seen here on 20 September 1956 after being named as CAP's official representative for Operation Deep Freeze. Source: Col Louis S. Morse Center for CAP History (hereafter cited as “Morse Center”).

OFFICE OF INFORMATION SERVICES
NATIONAL HEADQUARTERS CAP
Bolling Air Force Base 25, D.C.

FOR IMMEDIATE RELEASE

WASHINGTON -- A 17-year old Civil Air Patrol cadet, Robert Newton Barger, is well on his way to becoming perhaps the most famous teenager in the world today.

The Peoria, Ill., cadet has been named by Maj. Gen. Walter R. Agee, USAF, CAP national commander, as the official Civil Air Patrol participant in "Operation DEEPFREEZE", the United States government expedition to the Antarctic and the South Pole.

In accompanying elements of the U. S. Eighteenth Air Force to the advance base on McMurdo Sound, Antarctic, and on air-drop flights in huge C-124 Douglas Globemaster II transports over the South Pole, Cadet Barger will be following in the footsteps of another young American -- Paul Siple -- who accompanied Admiral Richard E. Byrd to the South Pole nearly 30 years ago. Doctor Siple now is one of the world's foremost authorities on the Antarctic and is the deputy to the Officer in Charge of the U. S. Antarctic Program -- Admiral Byrd.

Cadet Barger was selected from among top-ranking CAP cadets nominated by their respective wing commanders for this great honor. His selection virtually makes him "Mr. CAP Cadet."

Son of Mr. and Mrs. R. N. Barger of 2208 North Linn St., Cadet Barger is a graduate of Spalding Institute. He has attended four CAP encampments, was a 1956 International Cadet Exchange participant going to Denmark, is a cadet squadron commander and has been an active CAP member for four and a half years.

The flight to the Antarctic through Santiago, Chile, and Christ Church, New Zealand, will be made in Globemaster IIs of the Eighteenth Air Force. Expenses on the trip are being provided by Mr. Donald Douglas, Jr., of the Douglas Aircraft Company, who also has arranged for Cadet Barger to attend a special one-week photographic course at the company's Santa Monica plant prior to his departure.

Cadet Barger will visit CAP National Headquarters in Washington to meet General Agee, General Nathan F. Twining, Air Force Chief of Staff, and Air Force Secretary Donald A. Quarles, and will appear on nationwide TV from New York City before he leaves for his six-month adventure on October 1.

Selected as Number 1 and Number 2 alternates, respectively, were Cadet Robert A. Keup of Fairfield, Me., and Cadet Roy F. Behlke of Wilmington, Del.

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Figure 3 – CAP press release announcing Barger's selection for Operation Deep Freeze II.
Source: Barger.

SEPTEMBER 1956

Wednesday, 5 September – Press conference, Bob Arthur show.

Thurs, 6 September – “Inside Peoria USA” recording and “fun for all” show. Spent night with Lt Col Higgins.² Called Rita.

Friday, 7 September – Left Glenview and after 9 ½ hrs. landed in North Island, Calif. Went into San Diego and took train to L.A., from there cab to Hollywood where Maj Irwin and I stayed at hotel.

Saturday, 8 September – Met Mr. Tufts and Johnson from Douglas, lunched and I drove around, stayed that night at the Sovereign.³

Sunday, 9 September – Went to Mass and Communion. Met Mr. Goodwin and took tour thru Douglas plant.⁴ Checked into Miramar, went swimming. Went with Mr. and Mrs. Tufts to “Moulin Rouge,” ate supper and saw show.

Monday, 10 September – Went to plant in morning. Got badge and pass, learned about graphic and light meter. Went out to C-124 for movies and stills.

Tuesday, 11 September – Met Mr. Marble and Mr. Don Douglas, Jr.⁵ Went through Secret Lookout Mt. Photo lab.⁶ Went to Red Skelton show telecast.⁷

Wednesday, 12 September – Had shots taken with Don Jr. with “Seven Seas.”⁸ Training with cameras.

Thursday, 13 September – Breakfast at Plant restaurant. Shot 100 ft. of film at Braniff DC-7C christening.⁹ Saw Ginger Rogers and Miss California. Went to Warner Bros. and saw Kirk Douglas, Tab Hunter, and heard Susan Hayward.

Friday, 14 September – Worked with Mr. George Ishikawa in editing. Got films for Washington. And still prints. Models to be sent to home.

Saturday, 15 September – Said goodbye to Mr. Tufts, took C-45 from L.A. to Travis [Air Force Base] with Maj Schroeder (California liaison officer) checked in to BOQ [Bachelor Officer Quarters], ate supper at officer’s club. Saw movie.

Sunday morning, 16 September – Got car to MATS [Military Air Transport Service] passenger service, got checked in, flew to Washington.¹⁰ Met by PIO [Public Information Officer] representative and airman, driven to Bolling [Air Force Base] in staff car, saluted at gate. Given membership to officer’s club. Checked in at VOQ [Visiting Officer’s Quarters].

Monday, 17 September – Ate breakfast at officer’s club with Mr. Hastings and Mr. Hanloff. Met Maj Basham and info services staff. Rode in General Agee’s staff car to Arlington cemetery, saw Lee’s mansion, tomb of unknown soldier and the guard.¹¹ Visited Air Museum, saw Wright Bros. plane and Spirit of St. Louis, met curator of Museum, Dr. Paul Garber (make presentation

C O P Y

OFFICE OF INFORMATION SERVICES
HQ CAP - USAF
Bolling AFB 25, D.C.

FOR RELEASE SUNDAY 16 SEPTEMBER

Johnson 2-9000, Ext 682

WASHINGTON -- Arriving today is one of the nation's outstanding young men, Civil Air Patrol Cadet Robert Newton Barger. The 17-year-old Peoria, Ill. cadet has been named by Maj. Gen. Walter R. Agee, USAF, national commander of CAP, as the official Civil Air Patrol participant in "OPERATION DEEP FREEZE", the U.S. expedition to the Antarctic and the South Pole.

In accompanying elements of the U.S. 18th Air Force to the advance base on McMurdo Sound, and on air-drop flights over the South Pole, Cadet Barger will keep a log and photographic record of the expedition -- in addition to assigned duties.

Cadet Major Barger was selected from among the nearly 51,000 cadets in the 52 CAP wings throughout the U.S., Alaska, Hawaii, Puerto Rico, and the District of Columbia. Outstanding character, scholarship, leadership ability, and proficiency in CAP duties gained him the six-month tour with the expedition.

Cadet Barger was graduated from the Spalding Institute in Peoria with a scholarship to Bradley University. He has been active in CAP $4\frac{1}{2}$ years, a cadet squadron commander for the past two, holds the coveted CAP "Certificate of Proficiency," and this year was sent to Denmark in the International Cadet Exchange.

As part of the preparation for his trip, Cadet Barger has spent a week at the Douglas Aircraft Plant in Santa Monica, Calif., in a special photography course.

His activities in Washington through the 21st of September will include meetings with General Agee, Gen. Nathan F. Twining, AF Chief of Staff, and Dr. Paul Siple, deputy to the Officer in Charge of the U.S. Antarctic Program -- Admiral Richard E. Byrd. Dr. Siple, then a Boy Scout, accompanied Admiral Byrd on a polar expedition nearly 30 years ago.

Cadet Barger will be in New York next week before leaving October 10th in a huge Douglas Globemaster II for the Antarctic.

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Figure 4 -- CAP press release about Barger's arrival in Washington. Source: Barger.

to him on return) foremost man in American aviation.¹² Visited National Geographic, talked to man who was on Operation Deep Freeze I. Got ribbons in mail and clusters at PX [post exchange].



Figure 5 – Barger's cadet insignia. Source: Barger.

Tuesday, 18 September – Had breakfast at officer's club. Met with General Agee. Had lunch with General Beau and Mr. Haggerty from Collier's and AP [Associated Press] top writer, Mr. Vern Hoagland.¹³

Wednesday, 19 September – On Patty Cavin show.¹⁴ On Art Lamb show (TV).¹⁵ Had supper at Capt Merriman's, went with him to Anacostia Grp. Cadet meetings and gave talk on Denmark trip.¹⁶

Thursday, 20 September – On interview TV show, VIP transportation to White House, met Sherman Adams, also the Appointments Secretary.¹⁷ Went to Pentagon, met General Nat Twining, had lunch.¹⁸ Met other "high-ups" in Pentagon.

C O P Y

OFFICE OF INFORMATION SERVICES
HQ CIVIL AIR PATROL-USAF
Bolling AFB 25, D.C.

FOR IMMEDIATE RELEASE

Johnson 2-900, Ext. 682

WASHINGTON -- Robert Newton Barger, the outstanding Civil Air Patrol cadet selected as the official CAP participant in OPERATION DEEP FREEZE, found his week-long visit to the capitol and CAP national headquarters highlighted by meetings with top government and Air Force officials.

An outstanding moment for the 17-year-old Peoria, Ill. youth came when he visited with Sherman Adams in the White House, Thursday. The Assistant to the President, long interested in the programs of the Civil Air Patrol, expressed enthusiasm for Cadet Barger's forthcoming trip to the Antarctic and warmly congratulated him on his achievement.

A series of meetings and briefings for Cadet Major Barger began with CAP national commander, Maj. Gen. Walter R. Agee, USAF. High point in his official meetings with high-ranking Air Force officers at the Pentagon was a discussion with Air Force chief of staff, General Nathan F. Twining.

The CAP cadet major will spend a weekend with his mother and father in Peoria, then fly to New York for TV appearances, following which he will join the 18th Air Force at Donaldson AFB.

On October 10th, Cadet Barger will leave with elements of the 18th Air Force for the advance base at McMurdo Sound, flying in huge C-124 Globemaster II's.

In addition to regular duties assigned by the Air Force, the cadet will keep a log and photographic record of the expedition. He has completed an intensive one-week course in motion picture and still photography at the Douglas Aircraft Corp. in Santa Monica, Calif., with special instruction on "cold weather" photography.

After his return from the polar expedition, Cadet Barger hopes to enter the Air Force Academy and plans to have an Air Force career.

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Figure 6 -- CAP press release following Barger's Washington visit. Source: Barger.

Friday, 21 September – Took C-47 with National Headquarters personnel and AFA [United States Air Force Academy] cadets to Peoria. Went to meeting.

Saturday, 22 September – Took rocket to Wing Cadet Council meeting. Saw Rita and Steve.

Monday, 24 September – Flew to Grosse Isle on way to New York.

Tuesday, 25 September – Flew to Mitchel AFB, checked in at Woodstock, met Mr. Hastings and Capt Garnett. Went to Johnny Johnston's, hanged up Chef's hat, went to Toots Shore's, Metropol, heard jazz here.

Wednesday, 26 September – Went to NBC, AP, AF PIO office.

Thursday, 27 September – Will Rogers TV show, Frank Fennell show, monitor recording, AP contract, premiere of "Toward the Unknown."

Friday, 28 September – Flew in weather from NY to Peoria. Tuned radio, handled controls.

Saturday, 29 September – On monitor, interviewed by Uncle George. Attended display on Peoria CAP Day. Lunch with Lt Col Higgins.

Sunday, 30 September 1956 – Flew from Peoria to Donaldson AFB [Greenville, SC]. Saw many C-124's on the field, also saw one of the Blue Angels. Checked into V.O.Q.¹⁹ Lt McHenzie took

me to officer's club for supper. Then he took me to PIO office and showed me my camera equipment and film. Received film (Plus X) from Douglas. Also reel of 16 mm film. Was informed by Lt McHenzie that will probably spend half the time in New Zealand and half at McMurdo Sound. Duties will probably be all inclusive and greater part in public information. Read press release on the 63rd Cargo Transport Wing and Operation Deep Freeze.²⁰

DEPARTMENT OF THE AIR FORCE
WASHINGTON

21 September 1956

SUBJECT: Transportation Authorization (C-1692)

TO: Cadet Major Robert Newton Barger, 61-C-2774, CAP GP3
Peoria, Illinois

1. You are authorized to travel on or about 1 October 1956 by military aircraft from Peoria, Illinois to Donaldson Air Force Base, South Carolina and the Antarctic, for the purpose of being the official CAP participant in a United States Navy expedition to the Antarctic, and return to Peoria, Illinois on or about 1 April 1957. You will report to the Commander, Eighteenth Air Force, Donaldson Air Force Base.

2. Changes in above itinerary authorized to proceed to such additional places as may be necessary for the accomplishment of this mission.

3. Travel is in the interest of the Department of Defense and has been approved by the Secretary of Defense. Travel will be at no expense to the United States Government. Non-revenue traffic.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

DISTRIBUTION:
20 Above person
1 AFCAQ-14
1 SAFAA



W. FREDERICK
Maj, USAF
Asst AAG

C-1692

Figure 7 – Barger's transportation authorization. Source: Barger.

OCTOBER 1956

Monday, 1 October – Awoke at 07:00 and ate breakfast at Officer's club. Then went down to the Info Services office. Met Maj Thompson, Dep. Info Services officer. Was briefed on mission of 18th AF. Wrote letter to Caterpillar about [C-124] "City of Peoria" which I am to fly down in. It was named such to honor the city where the Caterpillar tractors are built. Met Col E. Wade Hampton, C.O. of 63d Troop Carrier Wing, also Col Welschner, Head of Info Services.²¹ Also met with Major General McCarty, commanding general of 18th AF and Brig Gen Prindle, assistant C.O. of 18th AF.²² Picked up pants at PX for \$16.75. Misplaced them later in the day. Met personnel of 52nd T.C. [Troop Carrier] Squadron with whom I will stay. Filed out emergency data form for 52nd. Met Col Horace Crosswell, Mission Commander.²³ Had supper at Maj Thompson's and then went back to office and typed letter to Rita and report No. 1. Learned today that Donaldson AFB is the Airlift capitol of the world. Returned to V.O.Q. and prepared baggage for loading. Hit sack at 00:30 on 2 October 1956.

Tuesday, 2 October – Ate light breakfast at officer's club. Was picked up by lieutenant from the 52nd. Loaded baggage on plane. Looked around plane, tremendous size, spare engine is being taken along in case of trouble. Loading is being accomplished thru the nose and the rear elevator. Was photographed in parka by C-124, also took some pictures myself. Received orders, passport, and shot record from National. Helped Maj Thompson stuff envelopes. Got check cashed and half of it changed into pounds. Wrote to National, Don Douglas, Motion picture section of Douglas, Rita, Col Gherman.²⁴ Got packed for take-off next day. Called home.

Wednesday, 3 October – Got up at 07:00 was picked up at 08:00 and taken to the Office of Information Services, Headquarters, 18th AF. Picked up film and extra camera and went over to the aircraft. Stowed baggage aboard and took pictures of the plane and crew getting aboard it. Everyone was anxious to get started but still there was a tinge of regret at leaving home for six months, however this is routine for the Globe-girdling flyers of the 18th AF. Col Crosswell, the South Pole mission commander, arrived on the line and soon after we boarded the aircraft and took off with a layover for sunny California. During the smooth 10-hour flight across America I explored the different sections of the aircraft. I found, thru conversation with the crew, that the C-124 is the largest operational transport in the Air Force, it has three decks, including a “basement,” plus a large flight deck. It can carry 25 tons of cargo, 200 fully equipped troops, or 136 litter patients. It is called Globemaster since it can fly to Europe, North Africa, India, South America, the Far East, the Arctic, and Antarctica with equal ease. We arrived at Travis AFB and checked into the BOQ.²⁵ I asked if Mr. Robert Palmer, whom I had met at the BOQ at Travis while waiting for my flight from Calif to Wash., would be on duty. They told me he would in a short while. Soon after he came up to the room and said hello. I stayed with Lt Crokes, who will be one of the two PIO’s on Operation Deep Freeze. He is a very nice fellow. We talked about aviation cadets, which he had recently graduated from as an observer, also about West Point, which he attended for six months, and the Air Force Academy. We went over to the Officer’s club and got a bite to eat. Lt Crokes met some of his buddies from Cadets and I called home about my observer wings and pipes, also told Mom to call White and Coyle and write S.V.E. Returned to the BOQ and sacked out.



Figure 8 – USAF Douglas Globemaster II transport, no. 52-0990. Source: Barger.

Thursday, 4 October – Arose at 06:30, got washed, and went to club with Lt Crokes for breakfast. Returned to BOQ checked out and said goodbye to Mr. Palmer; he didn't charge me for the room. Took staff car to Flight Line and ordered lunch at MATS. Lugged B-4 bag, which seems to get heavier all the time, out to the plane.²⁶ Got some shots of a B-36 takeoff. Was also photographed myself going up the nose ramps with the B-4. Was photographed with Col Horace (Hays) Crosswell. Spoke to him about my duty assignment and was informed I would do a little of everything. The flight lunches arrived, and we took off for Hawaii. While in flight the navigator showed me how to take readings with the sextant. Also, the flight engineer showed me the different engine controls and gave me some manuals to read concerning the inspection and repair of the engines. The thing which occupied most of my time during flight was the tossing out of "Bottled Sunshine." These were plastic vials containing publicity on the climate in

Ardmore, Okla. and a paper concerning the mission to the South Pole. We have 144 of these bottles aboard and we toss three out into the Pacific every hour. The finders can contact 18th AF Headquarters and find out where and when the bottle was dropped, for we have numbered the bottles and keep a record of where and when we drop them. We arrived at Hickam AFB on the island of Oahu, and I was met by Maj Noonan, Wing liaison officer for Hawaii.²⁷ I met Maj and Capt who took some shots of me, then I got something to eat at the MATS terminal restaurant and we went to the Waikiki Sands [hotel] in downtown Honolulu. Here I saw some Hula girls and took a look at the night view of Waikiki beach. We saw the Royal Hawaiian hotel where *Hawaii Calls* originates from, also the banyan trees whose limbs grow down into the ground and form a series of interconnecting trees.²⁸ On the way home I remarked to Maj Noonan that we had to taxi for 45 min. after landing. He explained that we landed at Honolulu International Airport and had to taxi over to Hickam. The drive to his home was over a road called the Pali.²⁹ It runs up and over the mountains and is hazardous at night. We arrived and I went right to bed as I was very tired.

Friday, 5 October – I got up at 07:30 and still felt a little tired. I met the rest of the Noonan family, Debbie, Patty, and Mike. We had breakfast and then I drove to the Liaison office with Maj Noonan. I met the two technical sergeant assistants and the substitute secretary. I also met the Adjutant and Personnel officer. We then started downtown to Col Dillingham, the Wing Commander's office.³⁰ On the way I saw some of the new hotels with porch terraces; this reminded me somewhat of Denmark. I also saw the Hawaiian Village, a 5 million dollar project of Mr. Kaiser's, this is a hotel made up of cottages with thatched roofs and offering 5 different floor shows all the same time.³¹ While we were waiting for the Col, I met Admiral Morse, a

retired advisor to the Wing, who told me he used to know Admiral Dufek.³² Then I met the Comm. Officer who said he had had radio contact with amateur stations on Operation Deep Freeze. Soon Col Dillingham arrived and wished me luck. Later in the afternoon I met the Deputy Wing Commander who questioned me on the Ill. Wing Cadet Advisory Council and asked me for advice on forming of the Hawaii Wing council. After we left the Col's office we went home, got our swimming trunks, and took a dip in the very salty water. We then went home, ate supper, and went to a football game between Debbie's school, Kailua High, and [James B.] Castle High. It was raining when we arrived, and I was surprised to see the very large turnout of both students and adults. The game was hard-fought and typical of any high school football game. The students cheered continuously and used the same old cheers I was accustomed to hearing. Between the halves, the Marine Corps band gave a very fine exhibition. The score ended up 19 to 0 in favor of Kailua. Junior police officers kept everything on the field in order at all times and directed traffic off the field after the game. Arriving home, I shined my shoes and then retired.

Saturday, 6 October – Arising at 07:30 I ate breakfast and left for the Unit Commander's Conference. I was introduced by Maj Noonan and again spoke to the Wing Commander and Deputy Commander. I also met a cadet Major who told me a little about cadet activities in Hawaii. I spoke to the Wing chaplain who asked me to bring him back a rock from the South Poke and who said he would give me something from Hawaii if I did. A 2/Lt (female) said she knew me from camp and that Capt Piehler had written her I was coming to Hawaii. At this point I had to leave because of our impending time of departure. I arrived on the line with the two technical sergeants. From the liaison officer. and met Col Crosswell, Maj Thompson, and Lt

Crokes who were eating lunch. We went out to the aircraft, and I said goodbye to the Sgts. as I had to Maj Noonan and everyone else. We boarded the plane and taxied out. We found the rudder controls to be defective and we had to wait about an hour while they were fixed. Then we again taxied out and this time, everything seeming to be in order, we took off for the Fiji Islands. Passing over Hawaii I took a last look at the huge mountains, the green scenery and palm trees, and the long beaches. I noticed also the “blow hole,” a geyser caused by water pressure, spouting into the air as we flew over. On the flight with us now is a new passenger who is going to (made one hour stop at lonely Canton Island) Australia to get married. He was born in Holland but spent most of his life in Australia. On this leg of the flight the bottle dropping was continued. We landed at Nadi in the Fiji Islands and checked into the Mocambo Hotel.³³ My room was bare but comfortable and being very tired I immediately went to sleep.

Monday, 8 October – I awoke to find that it was Monday morning, this would not be surprising except for the fact that last night was Saturday night. Actually, it had been Saturday night up until the time we had crossed the International Date Line, then it became Sunday night. This loss of a whole day has left me bewildered, it is like changing from Standard to Daylight time, except instead of losing an hour you lose a whole day. I was planning on going to Mass today but am unable to since I can’t find a church here and even if there was one, they would probably only say Mass on Sunday and Sunday has really never existed for me. After pondering this for a while I went over and ate breakfast. Then I and the three navigators hired a taxi for \$5.75 each and took a dusty ride over to the other side of the island. On the way we stopped and took pictures of some of the natives who were very cooperative. We arrived at our destination and ate the lunch, which was packed for us, then we went into the hotel and met the Col and the 3 Majors who had

arrived by taxi shortly before us. We spoke to them and to two men from Detroit who had just returned from the Congo. Then we changed into our swimsuits and went into the ocean for a dip. These South Pacific waters are a little warmer than the Hawaiian waters. There was a lot of coral and we frequently fell off the boat we were playing on and cut ourselves on this coral. Soon we decided to return. On the way back (which was even more dusty) I noted the narrow-gauge railroad which used the same bridges the cars did to cross streams. After returning I washed off the dust, ate supper, and listened to some of the navigators' experiences. Then I watched them work out their flight plan and afterwards retired.

Tuesday, 9 October – Was awakened by banging on door at 05:30. Got up, got packed, and went down to eat breakfast, carried bag and camera case down to plane. On the way reflected about how reasonable the hotel bill was: \$10.20 for a two day stay, including meals. Put baggage on plane and talked to some of the natives, got picture taken with them. We boarded and the crowd watched the ramps go up. About an hour out of Fiji we really got a surprise. On his routine inspection of the ships the scanner had found two native stowaways in the left-wing tunnel, we had to turn around and take them back to the island, this cost us about \$270 for gas alone. On the way back we learned that one was 17, the other 19. They said they left because they wanted to go to Australia so they could go to school, that there was no opportunity for them on Fiji. When we landed there was a large crowd on hand, the police took the two stowaways off to jail, I got some footage of this. We got a cup of coffee while Col Crosswell talked to the Chief of Police. The colonel said he didn't want to press charges, but the Chief said they would get a 3-month sentence since "we want to discourage this sort of thing." This sentence seems a shame since the boys were only trying to better themselves and had no criminal intent.

Tuesday night, 9 October – After flying over Sidney and into Melbourne we went thru customs and myself and Col Crosswell were photographed and interviewed by the local press. We then went to the Chevron Hotel checked in and got a bite to eat in the bar where we were joined by a group of Australians.³⁴ About 01:00 we went to bed.

Wednesday, 10 October – Maj Thompson called me at 07:30 and told me to come down for breakfast. We had breakfast, which was included in the hotel bill, and then went out to do a little shopping. I bought a boomerang which I am anxious to try out. I also sent a letter to the Fiji Mocambo Hotel to see if they found my light meter. We went to the Australian-American Society who obtained some ladies to show us around. We were taken to the War memorial shrine, then to the huge swimming pool to be used next month for the Olympics that are to be held in Melbourne.³⁵ We then went out to the aircraft and gave our host, Sue Ramsey, and about 20 other bystanders the 50-cent tour. We came back to the hotel and had supper and watched the floor show. We got a pretty good table since we were foreigners. Then we checked out after some difficulty over the currency and went to bed.

Thursday, 11 October – Everyone got up at 04:30 and ate breakfast together. We took taxis back out to the airport and then took some of the local people thru the ships. We left and 7 hours later arrived at Harewood.³⁶ On landing I met Capt Knapp, the PIO and a reporter, then I met an Air Training Corps Cadet who I showed thru the plane. Rode back to the base at Weedons.³⁷ Was given NCO status and put in tent 38 with three Sgts. It was too late to check the mail, so I ate supper at the Sgts. mess and unpacked then I went to bed.

Friday, 12 October – Got up at 06:30, ate breakfast in mess hall and went into town to the PIO office. Took pants to tailor. Stopped by a milk bar and talked to an English student who told us about a Māori curse. Came back to the base and finished packing. Got a letter from Mom and a letter from Beverly, answered both. Met Doc, and Jim, my tent-mates.

Saturday, 13 October – Slept late and missed breakfast. Put hooks up for clothes. While taking screwdriver back from orderly room was contacted by Father Dean who asked me to speak to the St. Christopher Boys clubs, I said I would. Then I received a visit from ATC cadet Allan Donnell.³⁸ I explained AF and CAP ranks to him and learned the New Zealand ranks. We then went to the orderly room to try and check out a car to take him back into town, this failed since I didn't have a N.Z. license. The OD [officer of the day] gave us a lift into Wigram from there we caught a bus into Christchurch where we spent quite a bit of time looking for a traffic cop.³⁹ We found one and he took me over to the traffic department and gave me a N.Z. license. We got some cookies and coffee and then he went home, and I went to St. Mary's church. I met Father Hughes and Father Dean. I talked to the Boys club for about an hour and a half and told them about the church in the US, the US schools, our mission to the South Pole, and about our C-124s. Afterwards I had some tea and cookies and saw a Māori "haka" or native war dance. After the meeting I was asked some more questions by the boys and then I walked down to the square where I had to wait three hours for the bus and didn't get back to Weedons until 01:30. It was pretty cold, so I jumped in bed and went right to sleep.

Sunday, 14 October – Arose at 08:30. Barely got to the mess hall in time for breakfast. Went in to Sockburn to Mass with about 10 other Air Force people, very good sermon, not many people

went to Communion, only about two. Came back to camp and did a little reading. Got some cashew nuts at Sgts. club and rested for a while. Went to airport with Maj Thompson, Capt Knapp, and Lt Crokes to see about going to Wellington. I decided not to go since it cost too much. I was briefed by Lt Crokes on what he wanted me to do tomorrow. Then I came back to my tent and went to bed.

Monday, 15 October – Got up at 06:00 and went with Jim when he took the major and captain out to the airport. Then we went over to RNZAF Station Wigram, and I watched Jim and Dave enlarge pictures. I talked to the APO people but only got one picture identified.⁴⁰ I rode back to Weedons with some officers with whom I discussed the merits of ROTC and Aviation Cadets, they seemed to be in favor of ROTC. When I got back, I asked the 1st Sgt (MSgt Barron) if he knew any of the people in the pictures. I got all those in the picture identified, but quite a few people still needed forms filled out and pictures taken. I came back to the tent then went over to the Post Office and stood in line for half an hour. Got a letter from Mom, Rita, Karen, Beverly, and Karen's parents. Went to the club and got my first Sarsaparilla. Also got more cashew nuts. Worked on a letter to Rita and then went to bed about 22:20.

Tuesday, 16 October – Was very tired when I woke up and didn't want to get up. Dave came in after breakfast and we went up to the orderly room to finish the pictures. Got picture of Sgt Ledbitter at MARS shack.⁴¹ Typed letter to Rita. Went with Lt Crokes to Harewood, watched them loading "Otters" on the Globemasters.⁴² Tried to get a jacket again and failed. Went to radio station and was interviewed by a woman, then heard the playback. Pat Crokes was interviewed and then we went down to the office to pick up Maj Thompson and Capt Knapp.

They weren't there, so we came back in and ate supper. We found Sgts. Burns and Brewer weren't back yet so we picked Dave up at Harewood and Jim at Wigram. Lt Crokes wasn't driving very well at all so Jim drove back. When we got back Jim and Dave got something to eat. They've really been working hard, more than anyone else. I've just finished a book called *City of Women*.⁴³ It's educational if nothing else. I went over to see Maj Thompson, but he wasn't home, then I went to the club and got a lemonade and came back to the tent. Read *The Silent Continent* for a while and remembered how I helped put the fire out on one of the tents yesterday.⁴⁴ A lot of people are leaving their stoves turned up and running the risk of setting their tents on fire. Then I went to sleep.

Wednesday, 17 October – I checked out my Antarctic gear which included a parka, snow pants, mukluks, goloshes, bunny boots, shoe packs, a hat, shirt, pants, sunglasses, socks, flying boots, and a bag to carry it all in. I was again unsuccessful in trying to get a B-15 jacket.⁴⁵ I helped Maj Thompson paste proofs on negative envelopes and then got ready to go to the ATC meeting. Had trouble getting transport to the meeting but finally picked up Cadet Allen Donnell and went to meeting. When I got there the cadets were preparing for their annual inspection. They were formed in a large formation, and they had a band at one end. Their senior officers took position in front of the formation. Soon the inspecting officer Wing Commander Waters, arrived and made the inspection, then the band paraded, and Waters addressed the troops telling them “Good Show,” etc. On his way out he was introduced to me and spoke to me about how I liked New Zealand and so forth. After the inspection I met the Squadron Warrant Officers and one of the Flight Sergeants. I explained to the latter our American form of government as he had some

erroneous views on it. After the meeting I was provided transport from Wigram to Weedons by a RNZAF vehicle.

Thursday, 18 October – Helped the First Sergeant move the orderly room from Weedons to Harewood. Then Col Crosswell asked me to attend a briefing. Dr. Paul Siple gave a talk on the purpose of the operation, how it was arranged, and conditions in the Antarctic.⁴⁶ He mentioned how the weather can affect metal, fuel, etc. He said that the depth of snow at the pole is about a mile deep and in summer the temperatures rarely get above zero and average about 20° below. Later in the afternoon I got a haircut, deciding to let my hair grow out so I could comb it. Then myself and Lt Crokes went out to Harewood where some people from the Caterpillar and Hyster agency met us and went thru the aircraft “City of Peoria.”⁴⁷ After that we went to Mrs. Gough’s home which was a 19-room estate with a very beautiful array of trees and flowers. Then we went to the head office of Gough, Gough, and Hamer where we had a small party.⁴⁸ Mrs. Gough said she knew Gladys Fanley and told me to say hello to her when I got back. She also autographed a book for me. It seems as though Hyster, who has relatively little to do with the deal, is treating me much more nicely than Caterpillar, who has all the connections but isn’t doing anything. After the party we came back to Weedons where I met Jim and Dave. We took a bus to Harewood where we met Col Welchner and the arriving plane from the 3rd Squadron.⁴⁹ The plane had had some prop trouble and was having a hard time parking. Col Welchner said he had a letter and a package for me. On the way home Maj Thompson told me that tomorrow I would go into the office and help out there.

Friday, 19 October – Went into town after breakfast and watched the office until noon, during this time I managed to type up ODR2.⁵⁰ Around noon the Navy said that one of the planes it had sent to McMurdo, a Neptune, had crashed on the ice shelf injuring five and killing three.⁵¹ The number killed was later raised to four and the next day to five. That afternoon I received a letter from Mom thru Col Welchner and also my personal cards. I learned of the new Fleet Post Office and mailed ODR2 there. Later in the day I picked up some soap and also a comb to manage my longer hair with. We returned to the area and helped clean the tent for the inspection in the morning.

Saturday, 20 October – Had inspection conducted by Maj Ellen, Maj Levack, Capt Allen, and Sgt Barron, came out O.K.⁵² Graham Kilby came in and took me out to Harewood where I got a ride in a Tiger Moth and two flights (10 and 13 min) of instruction in a glider.⁵³ The instructor said I was “bloody fair” and could probably solo in about two hours. I came back to Weedons and then went back out to Harewood to cover the departure of the first A.F. plane to leave for the ice. TSgt Burns and 2d Lt Crokes were on the flight for the PIO Dept. Col Crosswell and Maj Ellen were also aboard. After taking “bokeu oddles” of pictures, still and motion, including some from the runway takeoff shots, we returned once again to Weedons. As soon as I arrived in Weedons it was time for me to catch the bus to town to meet Graham. I caught the bus as it was going out the gate, met Graham in town and picked up some of his friends who gave me a bit to eat for supper or “tea.” We then went to a dance at the Order of St. John Ambulance Brigade.⁵⁴ Graham took me back to Weedons and invited me to the car races on Monday. I told him I didn’t know since the General was coming in on Monday and I had better stay since I might fly down to the ice with him. I didn’t get to bed until about 01:30 since I had a lot of writing to do.

Sunday, 21 October – Didn't get up till late. Ate chow and wrote some letters. Had a four-hour discussion on religion with SSgt Chase. Afterwards the Sergeants had quite a party in our tent.

Monday, 22 October – Worked on forms for PIO took them around to the different tents.

Inquired about Christmas cards. Was told none were available. The General arrived and moved into his wooden house, along with his aide, Capt Bonny.⁵⁵ I was told there is a possibility I will fly down to McMurdo on the General's plane. Flew on buzz to Geraldine for Air Gala Day.

Tuesday, 23 October 1956 – Finished forms for PIO. Told people to whom I gave them to turn them into the orderly room. Worked some more in downtown PIO office.

Wednesday, 24 October – Went down to MARS shack and placed phone-patch call to Mom and Dad, learned that my car is now reversing, that the duck season was over, and that it was hot in Peoria. Addressed Col Crosswell's Christmas cards and put stamps and stamped addresses on Maj Thompson's Christmas cards. Met a colonel who operated the MARS radio on the General's plane. He is also a member of CAP.

Thursday, 25 October – Called phone patch to Capt Coyle who told me that incentive program was coming along fine. That a report was on the way. That the next [Cadet] Council meeting was next Saturday and that he would arrange for Rita to visit my parents then. This morning I asked Col Crosswell if I would go down with the General. He said no. Later in the afternoon after I called Ed and was preparing to call Rita, Lt Crokes told me I was going with the General. I rushed to my tent, packed my bag, thanked Doc for the bottle of milk he had gotten me that

morning, and was gone. I had to be at the plane in fifteen minutes and somehow, I made it. I still didn't know for sure if I was going since Col Crosswell said I wasn't. However, when I arrived at Harewood the colonel said I was going so (not wanting to argue) I got on board. I was thinking about offering my services as an instructor on "How to prepare for a month's stay in the Antarctic in ten minutes" but thought better of it. The General's plane has all the comforts of home, food locker, beds, davenports, MARS radio station.⁵⁶ We took off at 19:00 and I went up to survey the radio equipment, a Collins transmitter and receiver.

Friday, 26 October – The flight took 13:00 hours and it was 08:00 o'clock when we landed. We ate breakfast and then I met Admiral Dufek. While the admiral and general were having a press conference I went over and talked to Sgt Burns who told me conditions were quite crowded, about 250 people when there should only be 80. Then I went over to Scott's Hut and took a look at the construction and glass windows. It is filled with snow, and no one is allowed to enter since it is considered a shrine. Outside I found two boxes of crackers preserved by the cold weather since Scott left them there in 1900 or thereabouts.⁵⁷ I returned, and we had lunch in the warm, cozy mess hall. After lunch we rode the sled towed by a weasel, the same one we came in from the plane on, out to the General's plane.⁵⁸ The temperature was about -8° F and just a little wind was blowing. I understand this is considered a "beautiful summer day." Out at the aircraft I took pictures of the crew standing around talking, Maj Thompson let me use his light meter. At 14:00 we took off and began our flight over the pole. We had all the correspondents on board and also the drop crews, so it was pretty crowded. The drop load was about 10 barrels of fuel and a large box loaded on a platform where the elevator usually is located. It was about 19:17 (07:17 Thursday) when we reached the pole, we flew a circle around it crossing all the meridians in



Figures 9 and 10 – C-124 at Williams Field, McMurdo Sound, Antarctica. Source: Barger.



Figures 11 and 12 – Robert Scott Falcon's hut as seen October 1956. Source: Barger.



Figure 13 – Case of biscuits from the Scott Expedition. Source: Barger.

about three minutes. Then we flew over the pole, the doors opened, and we made the drop, then we turned around and came back over the pole this time throwing out a drop weather station.⁵⁹ Then we flew back. We were at a high altitude and had to use oxygen on the way down and back. This altitude had a bad effect on me and coupled with my extreme tiredness caused me to become sick and vomit. We landed at about 22:30 and I went to the mess hall and had a little to eat. Then I came back and went to bed. It is daylight 24 hours a day here and you can't get any feeling of night at all since people are working all around the clock. Things look just the same at midnight as they do at noon. I was assigned to a lower bunk in Building 14, 18th AF BOQ.⁶⁰ It is better to have an upper bunk since it is warmer, but I didn't mind too much. Two blankets kept me quite warm.

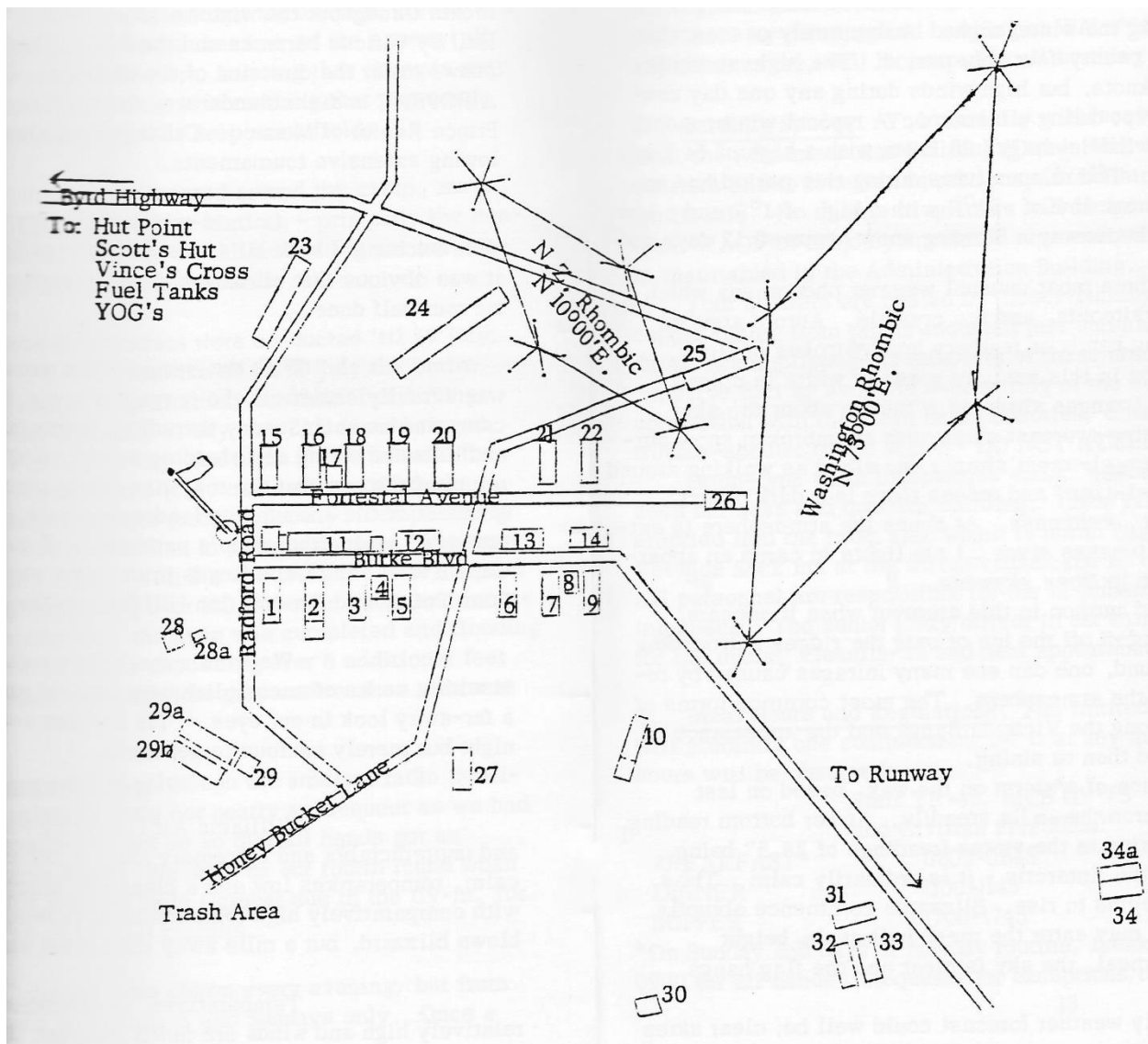


Figure 14 – Map of Williams Air Operating Facility, McMurdo Sound, Antarctica as Barger at the time of Operation Deep Freeze II. Source: United States Navy.

- | | |
|---|--|
| 1. "Nimitz Hall"
Library
CTF-43 Office
18th AF Office
VX-6 Office
OinC Quarters
Machinery Repair Shop | 15. "New Wellington"
(CPO Quarters) |
| 2. "Dufek Hall" (Admin Bldg.)
OinC Office
Ass't OinC Office
OOD Office
Admin Office
Construction Office
Sick Bay
Dental Office | 16. "Suite Sixteen"
(Enlisted Quarters) |
| 3. "Beverly-Hilton"
(Enlisted Quarters) | 17. Head |
| 4. Head | 18. "Hotel Temporary"
(Enlisted Quarters) |
| 5. "Ye Olde Sack Inn"
(Permanent BOQ) | 19. Photo Lab |
| 6. Ship's Store
Supply Office
Sewing Room | 20. Photo Storage |
| 7. VIP Quarters | 21. Transient Crews Quarters |
| 8. Head | 22. Transient Crews Quarters |
| 9. Transient BOQ | 23. Garage & Welding Shop |
| 10. Communications Building | 24. Parachute Loft |
| 11. Mess Hall | 25. Power House
Laundry
Showers |
| 12. Food Storage | 26. Chapel
Chaplains Office |
| 13. Transient Crews Quarters | 27. Aerology
Air Operations |
| 14. Transient Crews Quarters | 28. Inflation Shelter |
| | 28A. Inflation Shelter Annex |
| | 29. "Dogheim" |
| | 29A. Dog Kennels |
| | 29B. Dog Kennels |
| | 30. GCA Shop |
| | 31. Aircraft Parts Storage |
| | 32. Electronics Shop |
| | 33. Aviation Shop |
| | 34. Aircraft Maintenance |
| | 34A. Helicopter Hangar |

Figure 15 – Key to locations on map, Figure X. Source: United States Navy.

Saturday, 27 October – I awoke about 11:00 and got dressed (which is quite a job). I put a mattress cover on the bed and then got unpacked. Conditions are rather crowded, but everyone has a roomy locker. I went over and ate lunch and then Mr. Lev Richards changed some money for me.⁶¹ I went to the P.X. and got some soda pop, then came back and brought this diary up to date. Some of the correspondents have recorders with them and have tapes of some really beautiful music. I did some reading and went to bed about 23:30.

Sunday, 28 October – Got up at 08:15 and ate breakfast, then went to Mass and Confession. We live in Quonset huts with about 20 to 30 people to a hut. All the huts are connected by a talk-box system which, promptly at 05:50 every morning, blasts “Reveille, reveille, all hands turn out for breakfast.” There are two heaters to a hut which keep the building quite warm. Everything is built on a Quonset hut style; the chapel is also a Quonset but has a steeple built on the front. Today I met a photographer from *Life* who lives about 14 blocks from Rita, on Hollywood. Father Boyle, assistant at St. Cecilia’s, lived a couple blocks away from Rita also. This afternoon I went over to see the sled dogs. Met a little pup named Bravo. Had my picture taken with him. Don Guy took it for AP. Later in the day I wrote a story on my flight over the pole, then I went to see *Give a Girl a Break* showing at your local mess hall.⁶² At supper tonight the chaplain again gave out with some good rock and roll music on the piano, he now is accompanied by a drummer. Pretty soon we’ll have a regular band in the mess hall. After supper we returned to the hut, and I learned how to play “hearts.” I was pretty lucky and won both games. We played till 01:00 and then went to bed.



Figures 16 and 17 – Chapel of the Snows (top) and Building 15, “The New Wellington” quarters for the Chief Petty Officers. Source: Barger.

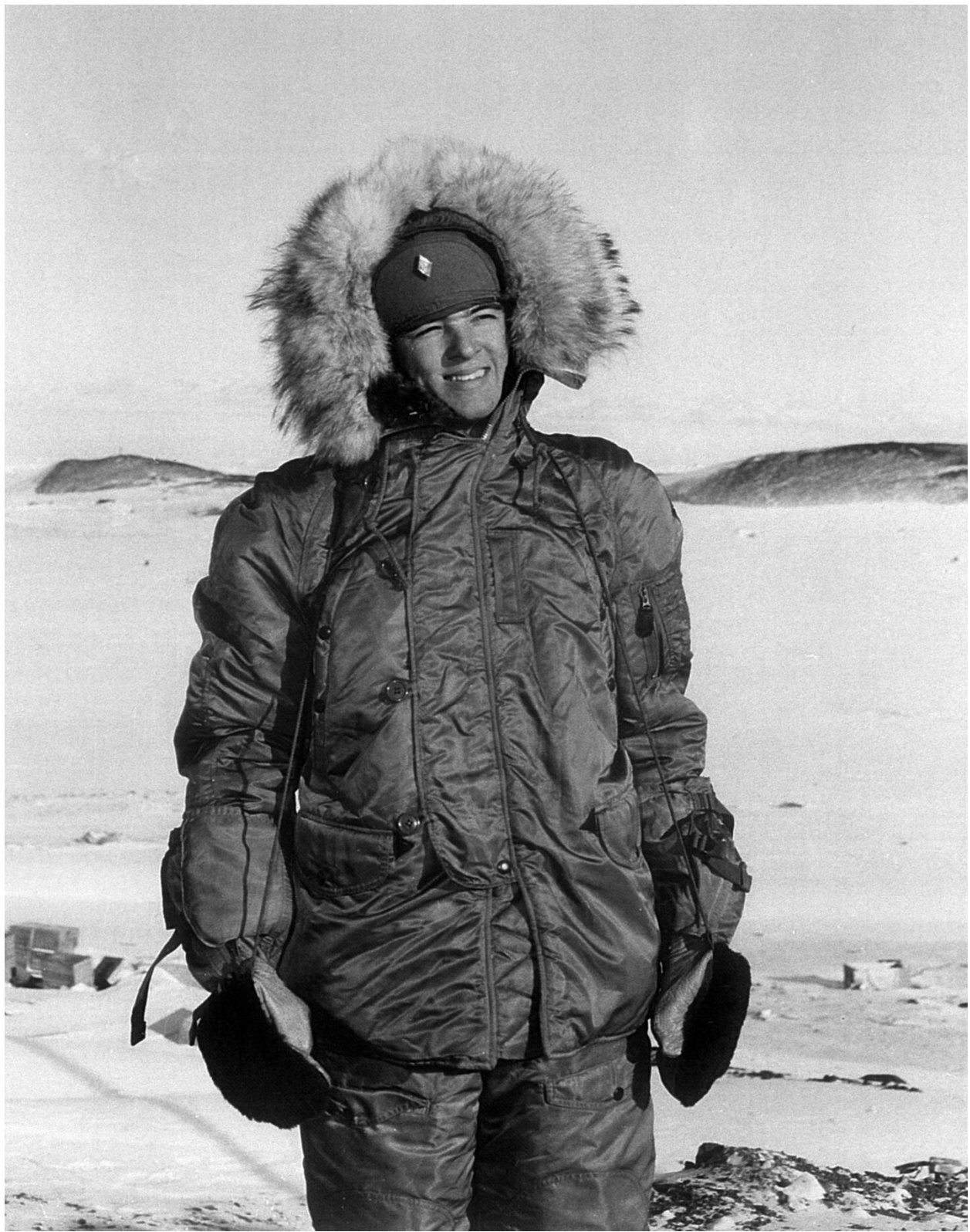
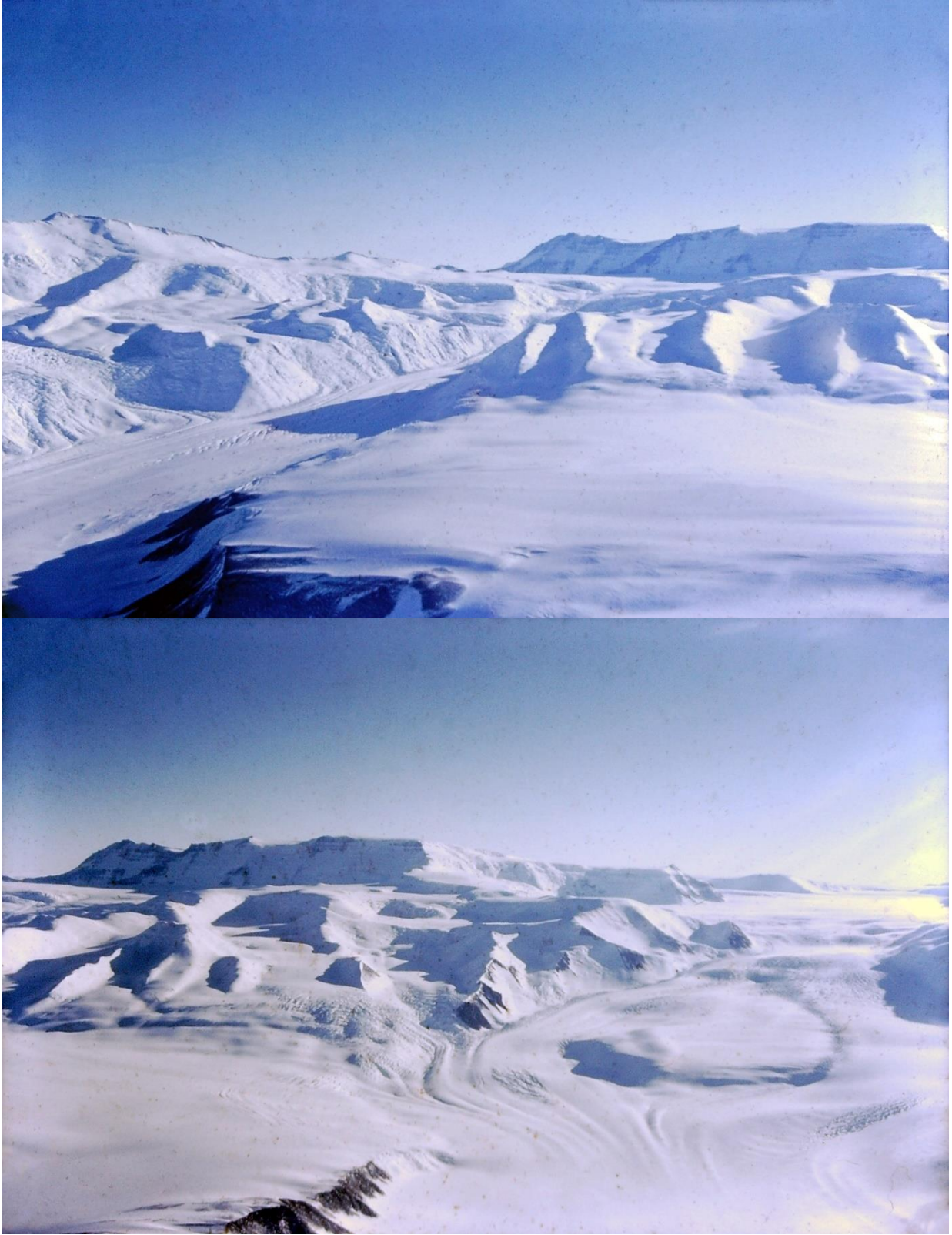


Figure 18 – Barger suited up for Antarctic conditions. Source: Barger.

Monday, 29 October – Woke up at 12:30 and went down to the mess hall to eat lunch. It was a while before I remembered that this was my birthday. In the afternoon I made a recording with Maj Weiner and Lev Richards about my flight over the Pole. That night I engaged in a game of hearts and was nicknamed by the “Navy Major,” friendly credit dentist of Task Force 43, “Big-cheat Bob,” since I won so much.

Tuesday, 30 October – Was awakened by Lt Lanning, got up and went down to the plane (2955) [C-124 no. 52-955]. Maj Ellen, 52nd Squadron C.O., was the aircraft commander.⁶³ Maj Daniels was pilot. The rest of the crew were from 990. As we waited for takeoff the APO section rigged the cargo with chutes and secured all loose ends. An unexpected development came up and we had to also load 20 rubber barrels of fuel. We took off and headed for the Beardmore Glacier. On the way we observed the high mountains of the coastline outlined against the everlasting white of the Antarctic. We made a pass over the Beardmore sight and the APO worked feverishly pushing the cargo out. There is much more to a drop than just pushing a button to release the load, there is much rigging and moving, etc. We made about five drops and then headed for the South Pole. After reaching the Pole we circled for 45 min. looking for the platform of barrels the General had dropped, not finding them we returned to McMurdo. We landed at 23:00 and met the regular crew of 955 and learned that they would have to stay longer than they thought to make another drop at Beardmore. Since conditions are crowded 955’s crew is sleeping in the chapel. After landing we went to the mess hall and ate supper, when I walked out it was 00:30 and the sun was exceptionally bright for this time of day.



Figures 19 and 20 – Scenes of the Transantarctic Mountain Range. Source: Barger.



Figures 21 and 22 – More of the Transantarctic Mountains. Source: Barger.

Wednesday, 31 October – We left McMurdo about 15:00 on a flight to the Pole. This was my third. After a 4-hour flight we reached the pole and began circling while we waited for the R4D that was to land. Soon it arrived and trailing contrails it landed without mishap. It was about four miles from the Pole, but this is pretty good considering the difficulty in navigation. I saw them jump out of the plane and put up a US flag.⁶⁴ They reported it was 50° below. They stayed on the ground for about 45 min. and then with JATO assist took off.⁶⁵ After gaining altitude they developed an oil leak and had to dump fuel. We followed them back to the Beardmore glacier where they landed, then we returned to McMurdo. It was about 02:30 when we landed. I got a little chow and then went to Nimitz Hall and wrote a letter to Rita and took it to Admin.⁶⁶ When I got to bed the talk-box was just announcing reveille.

NOVEMBER 1956

Thursday, 1 November – Today I got some R&R (rest and relaxation) after the long flight over the Pole. I played a little cards and read some of *The Silent Continent*. I almost got a ride in a helicopter out to the *Glacier* but there were already too many passengers aboard.⁶⁷ We have a newspaper from the *Glacier* now and have just learned about the trouble in the Middle East. A hot poker game started about 20:30, but not knowing how to play I hit the sack.

Friday, 2 November – Not much doing today. I wrote a report on my third flight over the Pole and life here at McMurdo. The storm which started yesterday has gotten worse and is blowing snow right thru the cracks in our hut door, leaving a pile of snow three inches deep. I got myself a brilliant scarf from APO and got the ends sewed up. At supper tonight I heard rumors of war between Britain and France against Egypt. I also heard that diplomatic relations between the U.S. and Great Britain were cut off. This presents a problem for us; being based in New Zealand, part of the British Commonwealth.⁶⁸ I'm anxious to get more information on this. After going to church and Communion I went to see *My Sister Eileen*.⁶⁹ Upon getting out of the show we found that the blizzard had stopped. Also, we found that Budapest and Romania had rebelled, and that England and France were bombing Cairo and Alexandria.⁷⁰

Saturday, 3 November – Today the Air Force decided to move back to New Zealand until the drops were ready to begin. I asked Major Ellen if I could stay, and he said yes and set up a trip to Little America for me.⁷¹ In the afternoon I went with Walter Sullivan, Lev Richards, and Al Fenn to Crater Hill.⁷² It took us about three hours during which time we visited little ice pond with primitive lichen in it. Afterwards we stopped at the shrine of Our Lady of the Snows and Scott's



Figure 23 – Barger at McMurdo with his scarf. Source: Barger.

Hut.⁷³ About 22:00 the “City of Peoria” departed with an injured man from Little America. All the Air Force people from here with the exception of Maj Wiener and myself were also aboard.⁷⁴ The only reason Maj Wiener didn’t go is because he is assigned to the Navy. I didn’t go because I like it here and I now get a chance to go to Little America on the *Glacier*.

Sunday, 4 November – Got up and went to Mass. In the afternoon I loaded my baggage on one of the *Glacier*’s helicopters and acted as co-pilot on the ten-minute flight down to the ship. On coming aboard, I was introduced to the ship’s officers and assigned to an officer’s stateroom. I saw *Rancho Notorious* in the wardroom and then went to Mass again and Communion.⁷⁵ The chaplain is going with us to Little America and will be there about two weeks. In the evening I had supper with the officers and then went out and took some pictures of emperor penguins and

seals. Later I returned to the ship and saw the end of a movie about the French Revolution. Being very tired, I talked to the chaplain for a while and then went to bed.



Figures 24 and 25 – Seals at McMurdo. Source: Barger.

Monday, 5 November – This morning I didn't get up till late. We are in open water now and you can't even tell that the ship is moving. Lt (j.g.) Barnes showed me around the ship and took me up on the bridge. He also showed me where my name was entered in the ship's log. Mr. Boyer of National Geographic took some pictures of me watching the ship break ice.⁷⁶ After supper I saw a movie called *The Wild North* which I had seen before.⁷⁷ After the movie Father John Condit talked to Mr. Boyer and I about his experience during the winter.⁷⁸ He said that he couldn't see where the operation was accomplishing anything. He said that the continent seems to be all burnt up by the volcanoes and that nothing can be gained from it. He said the operation has helped in one way though. It has made the men become better. They all had to live with one another for a year, so they had to learn to get along. Father Condit felt that everyone improved during this time.



Figure 26 – Father John Condit at the Shrine of Our Lady of the Snows. Source: Barger.

Tuesday, 6 November – Today was rather uneventful. I had a write-up in the ship's paper, "Glazette." My sunglasses were "lost," the 1st Lt says sunglasses are scarce on board. The movie tonight was pretty good. The name of it was *Sally and Saint Anne*.⁷⁹ Saw my first "White Out" after the movie. This is a phenomenon where everything is white, you can't distinguish the snow from the sky or define the horizon.

Wednesday, 7 November – Today was even more uneventful. Watched the nightly movie called *The Captain's Paradise* about midnight as myself and Mr. Boyer, from National Geographic were getting ready to go to sleep a messenger told us that we would leave shortly and to get ready.⁸⁰

Thursday, 8 November – At 05:00 we said goodbye to the officers of the *Glacier* and all that good food in the wardroom. We went ashore and climbed into a helicopter that was 15 hours overdue on inspection and took off. Much to the surprise of the pilot we didn't crash enroute from the ship to Little America. Upon arrival I got a sleeping bag and proceeded to make use of it. I awoke and found I had a bad sore throat. I was quite proud of myself up till now because I hadn't been sick (I still haven't got a cold yet, while everyone else has). I also found I had missed breakfast; this did not put me in a happy frame of mind since I was hungry. Father Condit, the "Archbishop of Antarctica," is along with us and he said Mass in the sick bay today. Things here are about the same as they are at McMurdo, except that everything here is underground. There are tunnels thru the snow that connect the different buildings. Everyone here is very friendly and Chief George Moss, Ham radio operator, even got me a new pair of sunglasses.⁸¹ They have an elaborate weather station and communications system here also. Met

Commander Whitney, ComNavBasesAntarc, and Lt Cmdr Graham, L.A. commander.⁸² Saw movie in mess hall called *She Couldn't Say No*.⁸³

Friday, 9 November – Was literally raised out of the bunk today by reveille at 05:00. They do it different here than at McMurdo, at the latter they announce reveille, here they actually put a bugle call over the P.A. system (twice, no less). They use bugle calls for everything, chow, movies, etc. Learned the motto of one of the groups, “Never put off till tomorrow what you can do the day after tomorrow.” When I tell the people here that the CAP sent me down, they say, “What have they got against you?” This morning I went with Father Condit around the camp to get some pictures. We went out to the crevasse area and over to Operations at Kiel Field.⁸⁴ In the evening I was getting ready to leave for McMurdo when Chief Moss came up and got me and took me down to the radio shack where I talked to a 16-year-old amateur in New Jersey. While I was talking to him the plane for McMurdo left and I was told I’d go out on Sunday’s flight.

Saturday, 10 November – Not much doing today. I went out and looked at the equipment for the Byrd Station trail party and took some pictures. There seems to be many more humorous signs here than at McMurdo. For instance, “Welcome to Little America, year-round resort,” or “Special migratory bird rules for Little American, Antarctica: 1. No Federal Duck stamps required. 2. No season. 3. No limit. 4. No ducks!” This evening Father Condit put on a show that had everybody laughing and singing. One of the jokes he told was “The next song will be ‘She’ll be coming round the mountain’ or ‘come into the darkroom, Nellie, there might be some developments there.’” After the show I came back and got into both layers of my sleeping bag since I wanted to sweat out my fever, but I couldn’t get to sleep because I was too hot.



Figures 27 and 28 – Some of the heavy equipment at McMurdo. Source: Barger.



Figures 29 and 30 – Tractor and Snowcat. Source: Barger.

Sunday, 11 November – This morning I woke up and went to Mass and Communion. Then I played a game of chess with “Pete,” the Marine 1st Lt with us. Took a nap in the afternoon and saw *The Bad and the Beautiful* in the evening.⁸⁵ At ten-thirty, just after I had finished undressing and locked myself in my sleeping bag, the P.A. announced that our plane would leave at 00:30. I got up, got packed, and rode a weasel out to the field. Looking sadly at the little sign that said “Little America, Antarctica – No rain, no snow, no nothing (Pop. 73)”, I climbed on the R4D and left for McMurdo.

Monday, 12 November – Arrived here at McMurdo about 04:30. I rode a weasel up to old Barracks 14 and slept until noon. Then I got up, got my locker straightened up and went over to serve Mass for Father Condit. I found I was pretty rusty on my Latin. I came back and wrote a little poem on my stay here. It goes something like this: (To benefit from this you must remember that most people consider this a dreadful place and are anxious to leave.)

“Strange Desire”

“Here on the beach of McMurdo Bay,
This is where I long to stay,
Away from all the cares that may,
Conflict with my unending play.”

“I like to stand and gaze all day,
Up at the sun so bright and gay,
But now they’re taking me away,
Because I’ve flipped my lid, they say.”

Tuesday, 13 November – This morning I began learning some card tricks. After lunch I shot two hundred feet of movie film around the camp area, also a roll of still film. It’s a little difficult to

take pictures down here since it's so cold. We got word today that the C-124's will start arriving tomorrow. After serving Mass today I have learned to slow down on my Latin with better results. This evening Col Crosswell arrived, and I got mucho mail, including letters from Mom, Rita, Al, Maj Thompson, the cadets, Coyle's first report, etc. Later this evening another C-124 arrived and 990 is expected tomorrow night.

Wednesday, 14 November – Today I was assigned by Col Crosswell as Operations assistant to Maj Levack.⁸⁶ This job will entail making up passenger manifests, cargo lists, etc. We set up our Operations office over in the parachute loft. We have a table, a few chairs, and many, many forms of all types and descriptions. This evening the “City of Peoria” arrived on a turn-around flight. Maj Weiner and I missed the transportation, so we had to walk all the way out to the line, which took us about half an hour. When the plane arrived, I said hello to all the crew members and gave Sgts. Duncan and Luther a small bottle of brandy that I got at Little America. After having my picture taken with the City of Peoria and State of Illinois flags, I rode in and got a bite to eat with the crew since I missed supper. When the “City of Peoria” returned I sent back a short story on my Little America trip to AP, CAP, and the *Journal*.⁸⁷ This was ODR5. I was really running short on time when I got this report out. I also sent back a letter to parents, Rita, and Maj Thompson.

Thursday, 15 November – This morning I occupied myself by making up the passenger manifest. 16 correspondents! The pilots don't like so many passengers since they're always climbing around the cockpit. Mr. Richards told me today that Lt Crokes was assigned as Air Attaché at the Embassy in Wellington. I was scheduled to leave on the flight tonight, but it's been postponed

indefinitely because of communications blackouts and weather. I wasn't able to get to sleep until late tonight because, for several nights, I have been afflicted with the "Big Eye," Navy term for Antarctic insomnia.

Friday, 16 November – Because of expected bad weather and radio blackout the mission still has not been able to get started. Today I began reading the Complete Works of Shakespeare. Spent some time with the Percival Port people with whom I have been working recently.

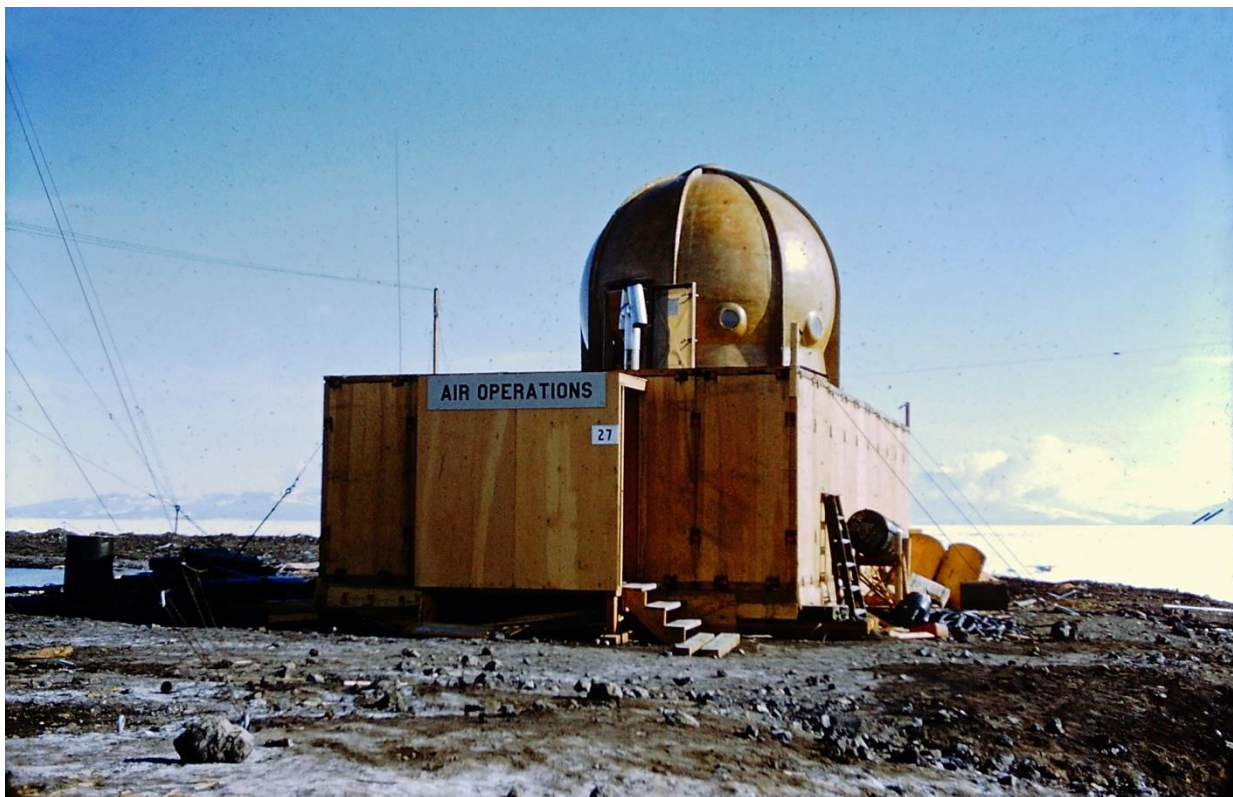


Figure 31 – Air Operations at McMurdo. Source: Barger.

Saturday, 17 November – This morning I still am not off the ground. The flight has been postponed till tomorrow. The passenger list for this flight gets longer every day, it now stands at 20, almost all correspondents. This afternoon with a tinge of regret, I shaved off my beard

(which was just getting a good start). Everything is becoming very slushy since things are beginning to thaw out. Today I got a book of ghost stories to supplement my Shakespeare.

Sunday, 18 November – This morning I served Mass, cassock and all, this being Sunday I also got a letter from home. I guess nothing new is happening back home lately. This afternoon I slept for about six hours. The flight has been postponed as usual. Tonight at supper Father Condit got his band together and gave a recital for the Air Force. Went to the show, *The Juggler*.⁸⁸

Monday, 19 November – This morning, since there was no activity whatsoever, I continued my reading. In the afternoon I made the rounds, Operations, APO, mess hall, press room, to see if anything was doing. After serving Mass, I rushed down to eat since they thought the flight tonight might really go. Sure enough, at 19:45 it was wheels up for the South Pole drop. The first part of the flight was uneventful. When we arrived at the Pole the two R4Ds landed and unloaded personnel. An R5D was cruising in the area to take pictures of the drops. The drops consisted of a weasel and some sleds. A large black X was set up to mark the drop zone. The weasel and the sleds were dropped without any trouble, and they were able to drive the weasel off as soon as it hit the ground.⁸⁹ The trip back was also uneventful, except that I got airsick again.

Tuesday, 20 November – After landing I had breakfast and then went to bed. I set the alarm for 16:00 so I could go to church, but I didn't hear it when it went off and slept until 17:30. After eating supper I went to the show, *They Died with Their Boots On*, a picture about General Custer.⁹⁰ After making up passenger manifests I went to bed.



Figure 32 – “X” marks the spot at the South Pole. Source: Barger.

Wednesday, 21 November – Nothing much happened today. Prepared for flight to Pole. Got a little sore throat in the evening. Mr. Richards suggested I go back on next plane so I can call home and get some rest. Am taking this into consideration.

Thursday, 22 November – This morning I woke up at 06:00. My throat was still sore. I went to Mass at 7, and then to breakfast. After breakfast I went to sick bay and the doctor gave me a shot of penicillin and some pills for my throat. Around noon a plane arrived from Christchurch with mail and the Thanksgiving meal. I got some letters from Mom and Rita, and a box of candy and *Flyings* and *Contacts* from Mom. Mr. Richards thought it best that I didn't fly because of my throat so I went to the movie – *Gambler from Natchez*.⁹¹ After I finished the traditional supper

with all the trimmings except turkey (It takes too long to cook turkey, so we had pork instead).

After the movie I learned that the drops at the pole were not made because of fog and the planes had to return, so I didn't miss anything after all. At the movie Father Condit told me that all of his servers had gone to the pole and why did I want to go back to Christchurch tomorrow anyway? Wasn't it just as fun down here with all the night clubs just outside the door and all the fancy restaurants around the corner? I agreed with him and decided to stay down here for a while. After all, I haven't even been here a month yet. Sent a MARSgram to Mom today and wrote two letters to Rita.

Friday, 23 November – Rode up to Scott's hut in a weasel with Col Crosswell, Maj Levack, and Capt Cassity. Took some pictures of hut with Signet, some of Our Lady's shrine using Signet and movie camera.⁹² Also got some long-distance shots of the camp area. After coming back from the hut, we drove around the camp and observed how all the supplies and materials had fared after laying out in the open all day all last winter. Came back and went to Mass and went to bed early so I'd be ready for the flight tomorrow, however I didn't get to sleep until 03:00 since I had the "Big Eye."

Saturday, 24 November – Got up at 06:45, ate breakfast, and went out to the plane. We took off without incident. Aboard with us was TSgt Richard Patton of the APO, he is going to jump at the pole in order to direct the drops from the ground.⁹³ After we reached 15,000 feet, I put on an oxygen mask and went to sleep. A few hours later the scanner woke me and said that I didn't need oxygen, very bad at 3,000 feet. I agreed with him but couldn't understand why we were back so soon. He told me we had run into weather and had to turn back. At 15:15 we set down;

my throat was sore again. After Mass I went to see the doctor who gave me another shot of penicillin and told me to come back tomorrow. After supper I taught Maurice Cutler, the United Press correspondent from Australia, how to play gin rummy.⁹⁴ He unfortunately didn't have beginner's luck. We knocked off at 03:30.

Sunday, 25 November – Got up and went to 09:00 Mass. Came back and went to bed. Got up about 14:00 and learned that TSgt Patton had made a successful jump at the pole.⁹⁵ Served Mass at 17:00. Decided to go back to Christchurch for a few days with Maj Jumper so I got packed. I left most of my stuff there since I expect to return shortly. Got film for Sgt Burns from Sgt Brewer and said goodbye to Mr. Richards, couldn't find Father Condit. We had about six passengers on the way back. It was a little chilly in the plane since the heaters weren't working. One of the engineers got me a sleeping bag and I sacked out. Later I was awakened by Maj Jumper who told me I was sleeping in his bag.

Monday, 26 November – This morning I was sure glad to see the green shores of New Zealand come into sight after a month on the ice. We landed about 10:30 and I was met by Sgt Burns. I learned that nothing new had happened since I was gone, but the weather has improved, and the troops are now in khakis. After driving from Harewood to Weedons I picked up my overdue laundry and dry cleaning. Then I checked my mail and found I had a letter from Wing. It was from Capt Piehler and was the first I've heard from any branch of CAP. I also got a check-up from the Flight Surgeon on my sore throat, he said it was O.K. On arriving at my tent, I found that Maj Thompson had taken about 3,500 feet of my movie film back to Donaldson with him. In the afternoon I went up to the MARS station and called Rita. The phone patch was bad, however,

and I couldn't understand anything she said. Then I tried to call home but there was no answer. The rest of the afternoon I spent getting used to the grass, trees, and warm temperatures which I hadn't seen for a month.

Tuesday, 27 November – Slept until 10:00 and then went over to the darkroom and checked with Jim. Nothing new happening. Mailed letter to Capt Piehler. In the afternoon I got a real good 25 minute phone patch with mom and Dad and then got a real good phone patch with Rita. In the evening, a New Zealand Army sergeant came in and we all sat around and talked for a while. Mr. Ben Marble from Douglas is here now. He arrived with 15 mechanics who are going to fix up the nose gear on 982 and fly it back to the factory.⁹⁶ I had a hard time getting to sleep tonight, it was about 04:00 when I dozed off.

Wednesday, 28 November – Went into the office in town in the morning. Wrote a letter to National and Rita. Have taken care of all business in New Zealand. Took watch in to get crystal. Captain Knapp told me he wants me to make a speech tomorrow night to a PTA group. Today learned that another C-124 broke its nose gear, its pilot was Col Crosswell.⁹⁷ He will probably not be back here in New Zealand until next week after that.

Thursday, 29 November – Typed cards in the morning and afternoon for Sgt Burns. In the evening I went with Capt Knapp to St. Bede's college to speak to the PTA.⁹⁸ My speech was given in a new hall that was just built. There were about 400 people present. Before the talk, the choir sang a few songs. Capt Knapp introduced me, and I spoke for about half an hour on my

experience while I was on the ice. Afterwards I talked to some ATC cadets and asked one of them out to Weedons on Sunday. I was also introduced to two girls from a neighboring school.

Friday, 30 November – Checked mail, got a letter from Rita written in a circle and report number two from Coyle. I went with four of the Sergeants over to Lytleton where the *Glacier* is docked. I saw the Exec, dentist, and doctor, also the 1st Lt and one of the pilots. We visited the ship's store and stocked up on supplies. We arrived back at Weedons about 17:00. I gave Sgt Burns two letters that I had picked up for him and then went over to eat supper, my first meal of the day. After supper I went over to the C.Q. tent and typed up a letter to Rita and one to Coyle. Spent the rest of the evening talking to Sgt Panky, who had the duty. I fixed Doc's clock for him but forgot about where the alarm was set, so about 00:30 we were all awakened by the clock's ringing. The "City of Peoria" left on a turn-around, but they had magneto trouble and at four hours out they had to turn back. Today we learned that Capt Fain's airplane's main gear collapsed on landing and was pretty well wrecked up. Capt Fain broke his leg and one of the Douglas civilians cracked his ankle.⁹⁹

DECEMBER 1956

Saturday, 1 December – Got up about 08:00 and started typing information cards. After lunch I continued on the cards and was finished about 17:00. In the evening I wrote a letter to Capt Coyle and Lt Pankes. Got some cashew nuts at the club and listened to an address from Doc on the results of smoking.

Sunday, 2 December – Got up at 08:00 to go into Mass but found the Sunday morning bus had been cancelled. In the afternoon John Pask picked me up and took me for a drive around the city. Afterwards we stopped at his pastor's, a Doctor of Divinity, and talked about things in general. Then we went out to his home, and I met his parents and younger brother. We had tea and later went for a drive up into the mountains overlooking Christchurch. Then they took me back to the base and told me anytime I wanted company just to call and they would come out and get me. When I got back, I wrote a letter to Rita and then went to see *The Snows of Kilimanjaro*.¹⁰⁰ This was a pretty good picture.

Monday, 3 December – Went out to Harewood and helped Sgt Balog take Capt Fain off the plane which had just come back from McMurdo. Col Crosswell and Mr. Richards were also aboard. I learned that space was crowded down at McMurdo so I wouldn't be able to go down for a few days. We came back to Weedons, and I brushed up on my tennis with Mr. Richards. Got a letter from Rita, one from Mom, and one from CAP National Headquarters saying everything O.K. Went to the show and saw *The Invasion of the Body Snatchers*.¹⁰¹ I had seen it before, but I decided to watch it again, fantastic as it was.

Tuesday, 4 December – In the morning I worked on addresses for the information roster. In the afternoon I practiced up on tennis again, knocking a surprising number of balls over the fence. Capt Knapp called and told me I was to make a speech next Monday night, this will delay my return to the ice for another week and a half. The next time I get down to the ice I'll have sense enough not to come back for a few days because I may not get back down at all. Got a letter from Mom today, enclosed were two "Fan Mail" letters, as she says.

Wednesday, 5 December – This morning started off on a tragic note. Just as I was getting up, I learned that TSgt Harold Stroop, who lives in the tent across from us, was hit and killed by a train while riding his motorcycle to work. The train hit him at a railroad crossing just a little way from Weedons, he was killed instantly.¹⁰² Things were very quiet around camp all morning. After lunch Capt Knapp said I could go to work with the APO I spent the afternoon at Wigram learning how to pack chutes. In the afternoon I found that my Christmas cards and funny papers had arrived. In the next few hours things happened quickly. I was starting to practice tennis with Mr. Richards when I got a phone call from ATC cadet Allan Donell; he asked me to come out to Wigram tonight and give a talk to the ATC. As soon as I got ready to go, Doc said I was invited out to some of his friend's tonight. I compromised by having Doc meet me at the new Sergeant's Mess at Wigram after I finished my talk, since he was going there anyway. The talk lasted for an hour and a half and went off fairly well, thought I was pretty nervous. Afterwards I met Doc and we went out to his friend's house, the Henwoods. They are very nice people, there are Mrs. Henwood, the mother, Judie, 20; and Diane, 15. We had tea, talked for a while, listened to the Olympic Games, and then returned to the station.



Major Robert N. Barger

61-C-2774

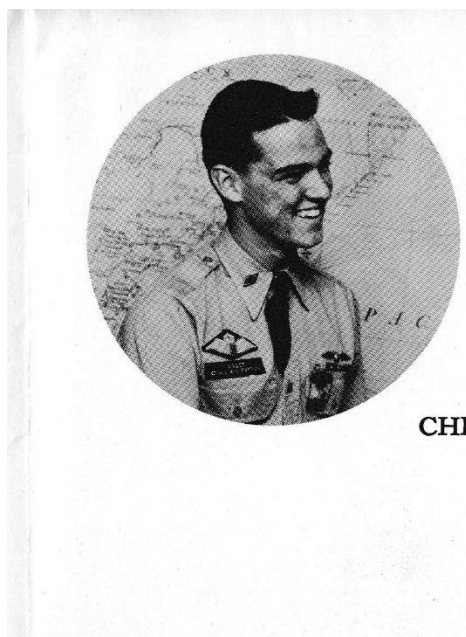
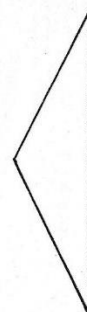
Detachment 1,

52nd Troop Carrier Squadron

RNZAF Station

Weedons

Christchurch, New Zealand



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CHRISTMAS GREETINGS
from
The Antarctic

Figure 33 – Christmas card (front and interior) sent by Barger from Antarctica. Source: Barger.

Thursday, 6 December – Today I arose at 06:30 in order to go to work with the APO people. After breakfast I hopped on the truck and we rode out to Wigram; we did pretty good in the morning, packing about 18 chutes. The riggers take a coffee break once in the morning and once in the afternoon at the Airmen's club. My neck is a little sore today on account of the pull of the shroud lines on your neck when you're sorting them. When we finished in the afternoon, we had about 25 chutes done. After I got back from work, I stopped in to see the Colonel. He told me I probably would go back to the ice next Wednesday, the 20th. Then I went up to the MARS shack and called home to relay the news and find out what was going on back in the States. While I was at work, I picked up some pilot chutes that are being discarded and packed them for mailing to Capt Coyle to be used as training aids. Had quite a discussion with Doc and Jim about "Saddle Shooting" a term used down here for stealing a person's girlfriend.

Friday, 7 December – Spent today by packing parachutes with the APO. We did about thirty chutes today. After packing them we took them out to one of the planes and loaded them for shipment to McMurdo. We use G-11s and G-12s, the 11s hold about 4,000 pounds, and the 12s about 2,700.¹⁰³ In the evening I wrote a letter to Mom and ODR7 to CAP National Headquarters.

Saturday, 8 December – This morning I cleaned up the tent and got things ready to go down on the ice. In the afternoon I went with TSgt Valenti, to some of his friends' house. We had tea and then went to the motorcycle races. We were warned not to expect the races to be as good as in the States, but I thought they were even better. We were also told to watch out for the dust that comes up off the track, well I didn't mind dust but after the midget cars went around the first

time three clots of dirt knocked me over. At the races I tried smoking four cigarettes but found I didn't like them.

Sunday, 9 December – I went into town with Capt Knapp to church. After church I met one of my friends from St. Bede's College. It's amazing the technical questions these people can ask – like how many pounds can a C-124 carry for 1,000 miles, or what is the combined brake horsepower of the engines. The afternoon and evening I spent doing nothing in particular, but quite a bit in general.

Monday, 10 December – This morning I talked to the Colonel to see if I could go down on the ice with 990 ("City of Peoria"), tomorrow, instead of going with somebody else Wednesday. He said alright, so it looks like I'm off again. This time I think I'll stay down for a while. Met Mr. Marble this morning who asked me to send reports direct to Douglas and also told me to contact him when I got back to see about a ghost-written magazine article.

Tuesday, 11 December – Wrote ODR7 on my return to New Zealand. Got notification from AP that they used one of my stories and that a check for \$100.00 was on the way. It's little things like that that make life bearable. Acted as OD, took CQ [Charge of Quarters] out to Harewood. 990 is delayed because of lack of space for it on the ice. Somebody took my fatigue hat while I was eating supper. A plane arrived from the States with a lot of Christmas packages. Tonight, Col Crosswell brought 983 back from the ice, it's nosewheel locked in place.

Wednesday, 12 December – 990 again delayed because of expected passengers not having arrived from States yet. Unloaded Christmas trees from 942 (52-0942, second plane from States) and stored them in Administration tent. Everyone has been kidding me since every morning I put on my Antarctic gear in preparation for the flight that never comes off. I have been packed and ready to go for the past two weeks. This evening after doing some O.D. driving, I wrote to parents, Rita, and Lt Col Toth. I bought Rita a compact for Christmas this afternoon. Sacked out at midnight.

Thursday, 13 December – Got up at 07:00 and straightened up my part of the tent. Didn't have time for breakfast. Got an orange from Doc out at Harewood. Just as we were ready to board the aircraft Capt McMurray said I couldn't go because we were overloaded. Maj Daniels said it was O.K. with him if I went and the Col said alright but asked what I wanted to go down for. I told him I wanted to go down to help Father Condit during the Christmas season. We made the 11-hour flight without incident. I saw Dave Brewer and Mr. Richards when I landed. Found that my bunk was empty and the stuff in my locker still intact. After I unpacked, I tried to go to sleep but the Air Force was having a party which lasted till 04:00 so I couldn't sleep.

Friday, 14 December – Got up at noon and helped Father Condit set up 4 Christmas trees in front of the chapel. We also decorated the front of the chapel with fir boughs and ornaments. Father showed me the wide variety of ornaments he had; we are truly well-supplied in this regard. Later in the afternoon I served Mass, and in the evening went to the show *East of Sumatra*.¹⁰⁴ Got into bed early but the Big Eye affected me as well as others in old "14" so I didn't get to sleep till midnight.

Saturday, 15 December – Got up at 09:00 and learned that 990 had left on a pole drop. They returned later in the day, having damaged their well during drops. Maj Ellen has received word recently of his promotion to Lt Col effective 16 January 1957. Have noticed that the chow is not as good as when I was here before. Learned that Capt Tomasch will stay over during Christmas to act as liaison officer and ice observer.¹⁰⁵ Addressed and mailed my Christmas cards. Received message from Mom about foreign addresses. It was sent by MARS to Washington and then by official channels to here. This evening I wrote a letter to Mom and Dad and Rita. Tasted some brandy that one of the officers had. Within the last week I've smoked four cigarettes, drank two glasses of beer, and had a little brandy just to see what good was in them. I have come to the conclusion that I like soda pop better than beer or whiskey since beer is too bitter and whiskey is too strong. Smoking does nothing for me at all. Watched two Walt Disney films this evening, one about natural animal and flower life in the desert; the other about animal life in the swamps.

Sunday, 16 December – Got up and served 09:00 Mass, then went back to bed and slept until about 13:00. In the afternoon I cleaned up the barracks and the area. In the evening I watched a roll of cartoons including the road runner and also a Walt Disney film, *Nature's Half-Acre*.¹⁰⁶ After the movie I got involved in a poker game where I started off winning \$3.00 and ended up losing 40 cents.

Monday, 17 December – Worked all day helping Father Condit make Christmas decorations. We made rings of tinsel and ornaments for the lights in the mess hall and decorated stands and candles for the mess hall. We also put ornaments on the trees in the chapel. In the evening went

to choir practice to bone up on Christmas carols and discovered I was a second tenor. Afterwards I played poker until 02:00.

Tuesday, 18 December – Woke up at 13:00 and made a trip with 990 to Marie Byrd Land.¹⁰⁷ It took us about four and a half hours to get there. The station is out in the middle of nowhere on a plain similar to the one on which the pole station is situated.¹⁰⁸ The camp comprises a group of about five orange buildings set close together, a short distance off is the drop zone marked by a red cross in the snow. We returned to McMurdo about midnight and got something to eat after which we again left for the Marie Byrd Land station with more fuel.

Wednesday, 19 December – Arrived back from the drop at 13:30 and ate lunch, then helped Father Condit with the Christmas decorations in the chapel. After supper all the Air Force people left for New Zealand. Only Capt Tomasch, Lt O’Callahan, and I were left here. The BOQ was almost empty, so I moved up toward the front. However, the night light shown in my eyes, and I didn’t get much sleep. Played gin rummy with Maurice Cutler of United Press until midnight. Wrote ODR8.

Thursday, 20 December – Awoke at the early hour (for us) of 10:30 and decided to move back to my old bunk. Got finished at noon, after which I ate lunch and went to the chapel where we fixed up some more decorations. Father Condit should have been an interior decorator, with all his ideas. We have put spruce branches in a semicircle over the altar, rigged two fake Christmas trees with ornaments and tinsel next to the altar, ran colored lights all over, decorated candles and candle holders with silver twine and branches for the mess hall, cut up trees for the branches,

unpacked ornaments, and tomorrow we start on a clean-up campaign in preparation for Monday. The ships got in today (four supply ships from New Zealand) and the Admiral went aboard his flagship, the *Glacier*, for the duration of the operation.¹⁰⁹ I don't know the Admiral as well as the Colonel, but he knows me to see me and usually speaks to me about things in general whenever we meet. I was planning on taking some more pictures since I've been back but can wait till after Christmas since I've got until the end of January. At supper tonight Chief Barger gave me a clipping that his dad sent him about me describing my stay in Washington, and what I'm going to do.

Friday, 21 December – Washed down the chapel, put up the crib scene, polished the brass, and put canvas on windows to obtain night effect. The ships have arrived and the IGY scientists are starting to come in and fill up our empty BOQ.¹¹⁰ With the little streams running down from the mountains the camp area is quite muddy. Temperatures have been ranging in the forties for the past two or three weeks. Took pictures of the supply dump in the evening.

Saturday, 22 December – Scaled Observation Hill with Bob Dean and took pictures (from the peak) of Mt. Erebus and Mt. Discovery. Got a picture of the chapel with all the decorations and lights. Served Mass as usual at 1630. After supper played gin rummy with Maurice Cutler until 03:00 with the result of an \$11.00 loss. However, I played him with a roll of movie film and decided not to play gin for money unless I've got it to burn.

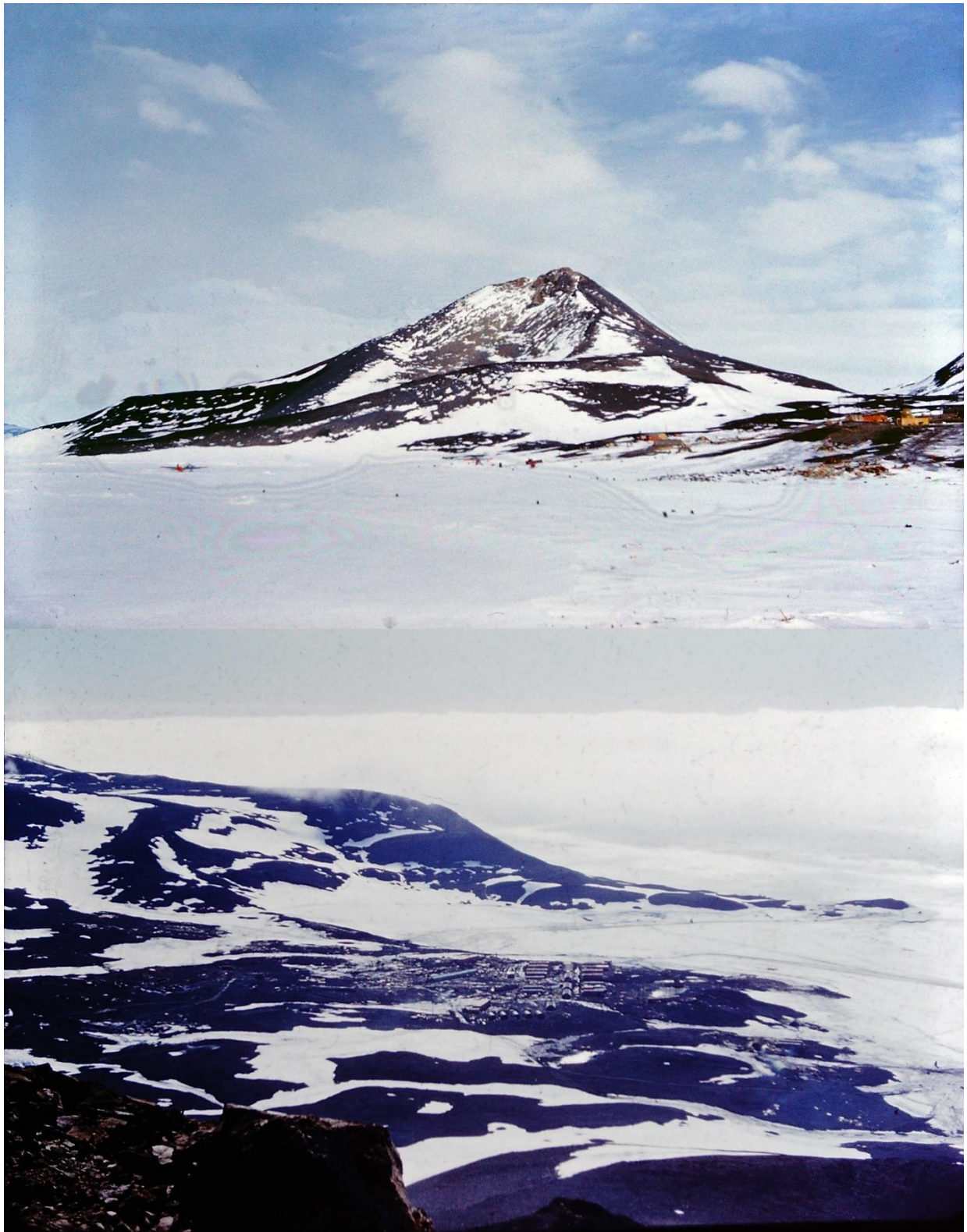
Sunday, 23 December – Served Mass this morning. Played gin with Shinichi Shiamota until noon. Then I went down to the mess hall and helped Father Condit put up the Christmas



Figure 34 – Chapel of the Snows decorated for Christmas. Source: Barger.

decorations. Before supper I got a phone-patch from Coronado, California and talked to Mom and Dad for about twenty minutes, very good from connections. After supper I went to the movie, *King Richard and the Crusaders*.¹¹¹ During meal hours and movies the mess hall is very crowded because of the arrival of IGY people and new Mobile Construction Battalions (Seabees).

Monday, 24 December – This morning we finished up the last details of the chapel for this evening's services. In the evening Father got us all set up for the Protestant services. The service went off very well with Father leading the choir and Chaplain Bol leading the service.¹¹² Immediately after the service it was a rush getting things ready for Mass. We finally got all set up and got confessions heard, incense burning, and Christmas music on tape playing softly. Together with the window covered effect and the crib, trees, and lights, it looked very nice. We



Figures 35 and 36 – Observation Hill and McMurdo as seen from the hill's summit. Source: Barger.

had the chapel full for Mass and a good percentage of communions. After Mass we all went down to the mess hall and had some eggnog.

Tuesday, 25 December – After the eggnog session we went to bed and after five hours was awakened for the trip to the *Glacier*. We packed all the stuff on the helicopter and me, Father Condit, and Chaplain Bol climbed aboard and took off. We arrived on the *Glacier*, and I set up the altar and accessories while Father heard confessions. After Mass on the *Glacier*, we flew to the *Atka* where we again unloaded the equipment.¹¹³ Here is where the highlight of the big event of Christmas day occurred. I was carrying a box loaded with lead candlesticks, lead cross, and other things, altogether weighing about 90 pounds, from the fantail to the forecastle. As I was going down the ladder, a very steep ladder, from the flight deck to the main deck, I was about one-fourth of the way down when the box overwhelmed me and I fell to the bottom of the ladder, since I was carrying the box on my shoulder it waited until I reached the deck and then fell square on my arm. All this made a good deal of racket and attracted the attention of about 7 Navy people who pulled the box off my arm and helped me up. This event also helped me to get two men to carry the box up to the bow of the ship. When we reached the box, I began to feel quite a bit of pain in my right arm (the one the box fell on) so I decided to rest before setting up for the Mass on the ice. However, the pain, instead of lessening, became worse and I was beginning to think that I had fractured my arm, since the pain was similar to the time last year when I broke my ankle. One of the men at the gangway, after seeing my arm swell up and my evident pain, took me to sick bay where the doctor gave me some drops to kill the pain. Then he took some x-rays which showed no fracture. He said I had just missed getting my arm broken and, as it was, had damaged seriously a muscle in my forearm. He bandaged it up and put my

arm in a sling and told me I could be as good as new in a week. During this time, a fellow named Bill Carr had taken over setting up the altar and Mass had already started by the time I got out. It was very pretty having Mass out on the ice right under Mount Erebus and a little different than most masses due to the wind and cold. After Mass Bill Carr helped me get lunch (Christmas special) and afterwards we saw a movie, during which I indulged in a cigar, gift of the USS *Atka*. A short time later Santa Claus arrived on board and distributed gifts from the Red Cross. I received a fish knife, pen, handkerchief, and book about Cosmo Topper (of National TV fame).¹¹⁴ Just as I was catching on how to dish out chow with my left hand the ‘copter came, and we had to leave. After I arrived back at McMurdo, I was questioned by everyone as to why I had my arm in a sling. After I told them, several opinions advanced as to what “really” happened. Such is the humorous spirit here at McMurdo.



Figure 37 – Barger by a radar at McMurdo with his arm in a sling. Source: Barger.

Wednesday, 26 December – Took pictures today of camp scenes typical of summer. Weather equipment, buildings, and dog team. In the afternoon did some writing including a letter to Mr. Robert Michel regarding an appointment to the United States Air Force Academy.¹¹⁵ Received heat treatment for my arm from Sick Bay with sun lamp.

Thursday, 27 December – My arm is getting better, and the doctor let me take the sling off today. There is some talk here that since the 30° F weather is continuing, the Air Force will not be able to come back because the ice will be too weak to hold up the planes. Today the chaplain and I started on a clean-up campaign of the camp. The area is unusually littered with boxes and bits of wood where the Seabees set up the buildings and then didn't clean up afterwards.

Friday, 28 December – Got a message this morning from Mom thru the 52nd Troop Carrier Squadron concerning writing Mr. Michel. Continued with our clean-up job which entailed riding in a D-2 tractor. While accomplishing this over very, very rough ground I was being thrown from one side of the cab to the other and succeeded in banging my arm again. It wasn't too bad though and another heat treatment fixed it up pretty well. In the evening we had parts of Mass for Navy motion pictures. Later on, someone got the idea to play a practical joke on Maurice Cutler of UP. We got some parachute automatic cord cutters, which are very similar to a hand grenade, and after testing them for effect we proceeded to rig a two and also a ten second timed one in his locker. We had a team of five working on the locker and rigging the strings from the pins for the door of the locker. Then we took his clothes out of the locker and put them on his bed to prevent their catching fire and also to ensure his opening the locker to put them back. When we had finished the locker looked just as before, the only difference being a piece of string on the handle

which he wouldn't notice in the dark. When he opened the locker, he should be met by an explosion and eight seconds later, as he is recovering from the first one, another explosion should occur. After we fixed this up Ivy (Mr. Iverson, IGY man from the University of Wisconsin) decided to rig something up for an old meteorologist buddy of his.¹¹⁶ After setting up an elaborate system to drop a bucket of water on the guy's head and then getting hit with the thing himself just as he finished it he decided to try again. However, when the same thing happened the second time, he decided to call it quits.

Saturday, 29 December – I recall hearing in my sleep two muffled reports about five in the morning. After waking up I learned that Maurice had come in about 05:00 in a half-awake condition, saw the clothes on his bed, and muttering something under his breath, picked them up and yanked open the door of his locker. The first explosion startled him and just as he was looking for its source the second one went off at which point, he gave the whole thing up as a bad risk, threw his clothes in the locker, and went to sleep. No one did much for the rest of the day because there was nothing to do, especially since the Air Force has been gone this has been the case.

Sunday, 30 December – After serving morning Mass I got ready for a trip to the *Glacier* for Mass on board The *Glacier's* helicopter picked Father Condit and I up at noon and we set up for Mass as soon as we arrived on board. The *Glacier* was quite crowded because the admiral and his staff were on board. After we finished Mass on the *Glacier* a helicopter took us over to the *Nespelen* where we also said Mass.¹¹⁷ Afterwards Father and I had supper in the wardroom with the ship's



Figures 38 and 39 – Scenes of McMurdo. Source Barger.



Figures 40 and 41 – More scenes of McMurdo. Source: Barger.



Figure 42 – Dog sled team at McMurdo. Source: Barger.

officers. The *Nespelen* is a tanker and fairly small. Her skipper is a lieutenant, and she only has seven officers. After supper we talked for a while, and I learned that in a few days the ship would sail to Little America and then to Melbourne and then back to McMurdo. It would be back here about 1 February 1957. The officers invited me to go with them on this cruise, but Capt Tomasch advised against it since he thought the Air Force might come back and finish up before then. This is really too bad since I would very much like to go on a month's cruise on officer status on a small ship. The old saying, "I would if I could, but I can't" applies here. We returned from the *Nespelen* to the Glacier where we watched the nightly movie and then took a helicopter back to McMurdo arriving about 00:30.

Monday, 31 December – Took pictures in the morning of the camp and surroundings. The weather here is turning colder and it is starting to snow a little. There are five ships left in McMurdo Sound out of the eight that were here a week ago. Three of them have left for Little America. This evening at eleven we had a New Year's Eve party featuring the famous "Whiteout Punch" which is orange juice mixed with pure grain alcohol. We were entertained by Father Condit and his band, and everyone had a good time. However, an amazing percentage of the people had a hard time navigating back to their quarters. I quit after one glass of the punch, but one of the Japanese correspondents had quite a bit more and myself and Lt O'Callaghan stayed up to help him get it off his chest, or rather out of his stomach, so we didn't get to bed until 03:00.¹¹⁸

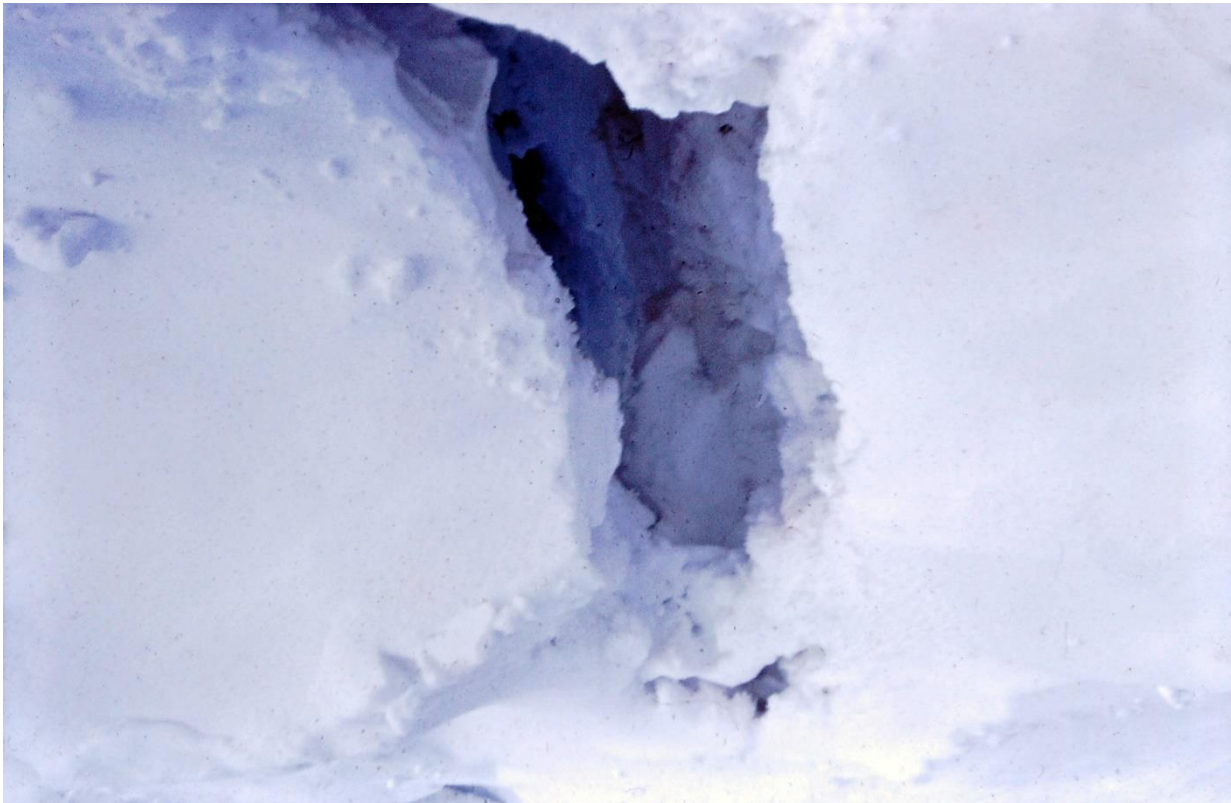


Figure 43 – A crevasse, a real and constant danger in Antarctica. Source: Barger.

JANUARY 1957

Tuesday, 1 January – Slept until noon. In the afternoon read *Be Your Real Self*, a book on psychology.¹¹⁹ In the evening went to the movie *Magnificent Obsession*.¹²⁰ Gave John Guerrero a CAPC cutout to wear on his hat at the South Pole.¹²¹ Dr. Schwartz helped me develop a roll of black and white which I had taken around the camp.¹²² They turned out very well.

Wednesday, 2 January – Woke up this morning to find that Iverson had filled my hand with shaving cream and when I woke up, I almost smeared myself in the face with it. In the afternoon, after I helped clean and sweep the barracks, I went out with the dog team and saw about 75 seals all of whom I got good pictures of. I also got some good shots of a group of penguins. The sled trip lasted for most of the afternoon and afterwards we listened to “Dutch” (MSgt Dolleman, USAF) who is in charge of the dogs, tell us of his experiences.¹²³ After supper I got involved in a fiendish plot to give Maurice Cutler a “butch” haircut. Ivy, Pete, and Ed were to hold him while I did the cutting. I didn’t have the heart to cut his hair off and as a result ended up by being shaved on the right side of my head. Capt Tomasch trimmed it up and in a week, it should be back to normal.

Thursday, 3 January – This morning, after awakening, I went over to the ship’s store to see if Chief Hess had gotten the fluorescent markers yet.¹²⁴ He said he hadn’t. Then he wanted to know who was going to pay my mess bill. I told him that when I had first checked in, I was told that since I wasn’t getting any pay or per diem that I wouldn’t have to pay for mess. He said that somebody had to pay it and he would try to arrange an appropriation out of top-level funds. In the afternoon I went down and took some pictures of John Guerrero and Ed Flowers leaving for



Figures 44 and 45 – Emperor penguins on the ice by the icebreaker *Glacier*. Source: Barger.



Figures 46 and 47 – A trio of penguins and Barger wearing snowshoes to head out with the dog team. Source: Barger.

the South Pole.¹²⁵ They had weather, however, and had to return. In the evening I was called to Communications where I had a message from Mom. I got a phone patch to Peoria and talked to Mom about references for my Academy appointment. Finished up *Be Your Real Self* tonight.

Friday, 4 January – This morning I arose at 07:00 in the preparation for the swimming tests today. I went down and ate breakfast and then helped Dr. Schwartz load the necessary radio equipment onto the weasel. We rode the weasel out to the airstrips and then loaded ourselves and the equipment onto the “Otter,” a ten-passenger, single engine plane. Shortly afterward we arrived at the USNS *Pvt. John R. Towle* and ate lunch in the wardroom.¹²⁶ After lunch we set up the radio equipment on a landing barge tied to the *Towle*. The *Towle* is anchored by a 30-foot square lagoon almost completely surrounded by water, this is where we conducted the tests. The



Figure 48 – An M29 Weasel of the U.S. Navy. Source: Barger.

object was to try out the new Navy sea rescue suits for leaks and body temperatures of the wearers. To do this a rectal thermometer that broadcasts body temperature was attached to the wearer. Thus, temperature was being broadcast all the time the person with the suit was in the water. Four persons were in the water. Lt (jg) Halsema and 2nd Lt O'Callaghan with thermometers, and Dr. Schwartz and myself without thermometers.¹²⁷ Dr. Schwartz, who was in charge of the test, stayed in 20 minutes, Lt Halsema stayed in 17 minutes, I stayed in 10 minutes, and Lt O'Callaghan stayed in 7 minutes. O'Callaghan discovered a leak in his suit as soon as he got in and the cold got him before long. Dr. Schwartz and Lt Halsema had no trouble at all. I put on Dr. Schwartz's suit which leaked around the fold because it was too big; it also had a leak in the left foot. On measuring the temperature of the water, we found it to be 29.5° F, just 1.5° above sea water freezing point. After returning to camp and eating supper I decided to lay down and rest about 20:00. I accidentally fell asleep and didn't wake up until 07:00 the next day.

Saturday, 5 January – This morning I awoke at 07:00 and ate breakfast. The rest of the morning was occupied doing Capt Tomasch's and my laundry and then drying it. In the afternoon I tried to type the letter I had written to Congressman Michel but was unable to get through it due to the mistakes I was making with the Italian-made typewritten I was using. The *Endeavour*, New Zealand IGY ship, arrived today and so we had a few New Zealanders visiting the camp.¹²⁸ In the evening saw an Esther Williams picture, *Easy to Love*.¹²⁹

Sunday, 6 January – Went to memorial Mass for Williams and in the afternoon attended memorial services at the shrine on Arrival Heights.¹³⁰ The Admiral and his staff were present,

arriving in a helicopter from the *Glacier*. Copied the poem “Strictly Routine” and “VX-6 Cannonball” from John Guerrero.

Monday, 7 January – Wrote long letter to Rita telling her of the events since Christmas. In the afternoon attended a press conference aboard the *Glacier* given by the Admiral. When I arrived the Admiral and Commander Whitney asked me how things were in Peoria. At the conference, the Admiral said he was going to give us a summary of events up to the present. He also gave us a total of the damage that has been done to the ships and the cost of the operation up to the present time. The latter amounted to \$31,000,000. Mr. Don Guy and the Admiral got into a heated discussion about press censorships which ended in more or less of a draw.¹³¹ The correspondents have become upset recently at the Navy and are trying to make a story out of friction between the Navy and the IGY, where there really is no friction. After the conference Comm. Whitney said that he would stop in and visit me when he came to Peoria this summer. I assured him that this would be fine and then flew back to McMurdo. After supper most of the people in our BOQ went to the movie “Back Window” or rather *Rear Window* starring James Stewart.¹³² Very good movie.

Tuesday, 8 January – This morning I wrote a letter to Rita. Around noon I heard that one of the P2Vs was going back to New Zealand with some mail. So, I got to work and wrote a letter to Mom and Dad, one to Congressman Michel, another one to Rita, and ODR9 to CAP National Headquarters, AP, Wing, and the *Journal*. In the evening one of the Japanese correspondents talked me into going to the movies, which weren’t very good. Later on in the evening, the P2V

had to return because it couldn't retract one of its skies. The ski was bent at a 45-degree angle and a crash landing was expected, but the pilot managed to make a very good landing.

Wednesday, 9 January – Today members of the New Zealand IGY party arrived in camp. A new American flag and New Zealand flag were run up for the occasion. Sir Edmund Hillary, the first man to reach the peak of Mount Everest, is head of the New Zealand party, he was also in camp.¹³³ After his arrival we went to a movie called *Rogue Cop*.¹³⁴



Figure 49 – Sir Edmund Hillary, standing and leaning on shovel. Source: Barger.

Thursday, 10 January – About 01:00 this morning Lt McNeill came in and asked if there were an empty bunk in our BOQ.¹³⁵ Since I was the only one awake, I pointed one out about three bunks down from where I was. The lieutenant then took the man that was with him down to the bunk and then left. I learned upon getting up later in the morning that the man Lt McNeil had brought

in and who had spent the night in our BOQ was Sir Edmund Hillary. This morning at 10:00 we started our series of daily press briefings Lt Cmdr Canham who is O.I.C. McMurdo and Cmdr Ward who is Exec of VX-6.¹³⁶ After the briefing was finished it was decided to move it up to noon, since 10:00 was too early for most of the correspondents to get up. Got a book at the library this evening named *How to Make and Break Habits*.¹³⁷

Friday, 11 January – Took movies of the C-124 No. 1015 (first Air Force plane to fly over the South Pole). It has been salvaged and the fuselage brought up into camp to use as a warehouse. Capt Tomasch gave me the little radio call sign plate off 1015. In the evening we saw a Bing Crosby movie, *The Country Girl*.¹³⁸

Saturday, 12 January – Took movies around camp of supply dump, general camp area, and helicopter landings and takeoffs. Mr. Hallsen came back from the *Glacier* today where he bought me four seal-skin penguins for \$1.50 apiece. Mailed letter to Ed Coyle with “Strictly Routine” and “VX-6 Song” poems enclosed.

Sunday, 13 January – Last night Dr. Schwartz set off for the *Glacier* and I took over his ground floor bunk. It has a reading light and is in a secluded place. Served Mass at 10:00 and after eating lunch we flew out to the *Glacier* and set up for Mass. Before we left the *Glacier* I got a chance to talk to Dr. Tressler who is with the Hydrographic Office.¹³⁹ Then we took a weasel over to the USCGC *Northwind* and had Mass on board.¹⁴⁰ We stayed for supper and I observed that the spirit of the ship on this Coast Guard vessel is better than on any other ship I have been on so far. After supper I met Lt (jg) Barnes who has transferred from the *Glacier* to the *Northwind*. He says

he likes it much better on the *Northwind*. We flew back to McMurdo, and I attended the movie *The Black Knight*.¹⁴¹ The movie was followed by Capt Tomasch's, Lt O'Callaghan's, and my nightly discussions on when the Air Force will be back.

Monday, 14 January – This morning when I awoke, I learned that one of the CB's had been killed when a weasel he had been riding in crashed thru the ice. There were six men in the weasel, but five of them managed to get out and swim to the surface. The last one caught his arm in the radio cord and became entangled. A UDT [underwater demolitions] team recovered the body from the sunken weasel.¹⁴² After lunch Lt O'Callaghan and I climbed Observation Hill. I took my movie camera along and got a panoramic shot from the summit. After coming down the hill I served Mass and had supper. In the evening I got some movies and stills of a helicopter hauling fuel like from Hut Point and free dropping it over the supply dump. After that I took a weasel out to the runway and photographed an R4D and P2V. The weasel driver was considerably shaken up by this morning's accident, he wanted to get off the ice as quickly as possible and had his door tied open so he could get out in case of emergency. You can't blame him really for the ice isn't too safe right now.

Tuesday, 15 January – Cleaned up part of the barracks and then did some reading. Saw Chief Hess about paneling, he said he would get it for me tomorrow. Mr. Hallsen did an interview in the afternoon with Lt Cmdr Canham and Weems, driver of the weasel that sank in the ice yesterday.¹⁴³ In the evening I helped Father Condit varnish the floor of the chapel. Saw movie, the *War Arrow*.¹⁴⁴ Helicopter people from the *Northwind* went to the ship tonight.

Wednesday, 16 January – Myself and Lt O’Callaghan fixed up the chapel for Father Condit’s relief. I polished the brass, and he did some varnishing. In the afternoon we talked about hazing in Aviation Cadets. Capt Tomasch decided to send five of the eight civilians back on the *Towle* and the rest of us back on the *Curtiss*.¹⁴⁵ Before going to bed I rigged my bunk with blankets so the light wouldn’t wake me up in the mornings. We have from two to three New Zealanders staying here a night since they are always going back and forth between their camps at Pram Point and their ship, the *Endeavour*.¹⁴⁶

Thursday, 17 January – The camp discovered this morning that for the past week we have been drinking anti-freeze mixed in with our water, this was due to a leak in the snow melter. I knew that water tasted funny! Capt Tomasch and I went over to visit the New Zealand camp at Pram Point today. We drove over through the gaps between Castle Rock and Observation Hill. They are situated out on a point and will undoubtedly get quite a little wind this winter. After taking some pictures of the camps I helped one of the New Zealanders unload one of their sleds. It was mostly liquor – wine, cognac, scotch, brandy, etc. They won’t be lacking in spirits this winter to coin a phrase. Capt Tomasch let me drive the weasel back to our camp, very simple to operate but a lot of fun. We didn’t get back till 02:30 and I couldn’t get to sleep until 04:00.

Friday, 18 January – Woke up this morning with a sore throat which seems to be going around camp. Learned today that all Air Force personnel except Capt Tomasch will go back to New Zealand on the *Towle*. Discovered that Sgt Brewer’s light meter got goofed up and took it over to the Navy photo lab to have them fix it up, which they did. Took a picture of MSgt “Dutch” Dolleman and one of his dogs, Sitka, in answer to a request directed to the PIO from the dog’s

former owner. Later in the afternoon Cmdr “Whip” Snay got hold of a Washington, DC ham station so I called Larry Hastings, but they couldn’t find his number in the phone book, so I called Capt Garnett.¹⁴⁷ He said the reports were pretty good and was expecting the pictures. He also said Maj Basham would be down to see me in about two weeks. I told him I’m going back to New Zealand on ship since it didn’t look like the Air Force was coming back down here. I also said that I wasn’t able to get too much black and white film. He said that he would send some film and a CAP flag down, however none of it would get down here in time and would be of no use unless the Air Force comes back, which was very doubtful.

Saturday, 19 January – Drove Brian O’Neill, correspondent for the Christchurch Press, over to Pram Point in a weasel. Got some pills for my sore throat. Took weasel into garage for repairs (it was scheduled for repairs before I drove it), then went to movie and saw *The Student Prince* again.¹⁴⁸ Weather still holding good, although it’s bad in relation to the runway. Maurice Cutler and I talked about TV tonight; it’s been five months since I saw it last. I guess this operation proves it is possible for a teenager to exist for six months without TV. I believe I’ll think twice before deciding to go South for the winter again though. You might say there’s a method in my madness or that I’ve got a locomotive.

Sunday, 20 January – Went to memorial Mass for Ollie Bartley who was killed in the weasel accident. In the afternoon, the New Zealanders had a dedication ceremony at their camp, everybody had a good time, and most were a little unsteady from the New Zealanders free dispensing of liquor. This evening I spent a couple of hours cleaning up the chapel and then retired. The *Curtis* should be in tomorrow afternoon.

Monday, 21 January – This afternoon the *Curtis* arrived with the Deep Freeze III wintering over party. Also Dr. Assur, the ice expert.¹⁴⁹ The weather has turned extremely cold and windy today. People are running around camp getting ready to board ship, it looks like a bunch of convicts who got a pardon. As yet I haven't run into anyone who is sorry to be leaving. Looks like I'll be going back soon myself. Rumor has it that the *Towle* is leaving in about a week. Saw movie tonight entitled *Kiss Me Kate*.¹⁵⁰ Sent message to Mr. Richards that unless he advised otherwise, I could bring his gear back to New Zealand with me.

Tuesday, 22 January – A sack of mail arrived from the *Curtiss* today for the Air Force. I got quite a few letters and Christmas cards that had been mailed over a month ago. Lots of mail from the Squadron. Spent the rest of the day writing answers to all the letters.



Figure 50 – Barger adjacent to Scott's Cross on the summit of Observation Hill. Source: Barger.

Wednesday, 23 January – This morning a commissioning ceremony was held in camp for the South Pole base. It was named Amundsen-Scott base and representatives of both British and Norwegian government were present.¹⁵¹ Admiral Dufek and other “wheels” made speeches and a Marine color guard was present. Scientists from the *Curtiss* came in for the ceremony and among them was Eagle Scout Richard L. Chappell who is the Boy Scout wintering over with the IGY at Little America.¹⁵² I showed him around camp and invited him to stay for a couple of days, to this he agreed. I then served Father Condit’s last Mass here and said goodbye to him. Then I served Mass for the new chaplain, Father Darkowski.¹⁵³ After that I showed Dick Chappell the dog team and then we climbed Observation Hill where we got some pictures together. Went to the movie *Naked Alibi* and afterwards talked about what we had been doing.¹⁵⁴

Thursday, 24 January – This morning Dick and I went over to the New Zealand camp where we looked around and were later introduced to Sir Edmund Hillary. In the evening I checked out a weasel and Dick and I drove over to Scott’s Hut where we found old shoes, magazines, etc. On the way back I showed him how to drive the weasel. Dr. Hauck the new dentist, gave me a horseshoe today from one of Shackleton’s ponies which he found at Shackleton’s cabin.¹⁵⁵

Friday, 25 January – This morning Father Dawkowski gave me and Dick an “Our Lady of the Snows” medal, he told me to give mine to my mother because of the cards that she sent him.¹⁵⁶ Dick had to go back on board the ship today, so I said goodbye and wished him luck. The new administration has got things pretty well under control and even the food is beginning to improve. The movie tonight was very good, Danny Kaye in *Knock on Wood*.¹⁵⁷



Figures 51 and 52 – Barger’s Our Lady of the Snows medal and a self-portrait standing in front of Scott’s Hut. Sources: Morse Center, Barger.

Saturday, 26 January – This morning we learned that the *Towle* would be leaving in a few days, so I cleaned out my locker and got packed. Dr. Assur says that in three weeks the runway will be ready for the Air Force again. Things don't look so good at the moment, even though the temperature is dropping. Ice is breaking out from the bay and if a strong wind comes along the whole bay might go out. The wind was pretty strong today, it blew the fence around the churchyard down.

Sunday, 27 January – This morning I got to Mass too late to serve. Finished packing in the morning and got my own and Mr. Richard's bags up to the front of the BOQ. Just after supper I went out to the runway with Capt Tomasch, Lt O'Callaghan, and the salvage crew to help load the aircraft parts onto sleds. We worked until midnight and then went back to camp for chow. After chow, the camp was awakened by cries of fire over the P.A. system. It turned out that the fuel shack at the bottom of the Hut Point burnt to the ground, but as the O-in-C said, "We were finished with it anyhow." Then we went back out on the runway and worked until 07:00 and then came in for breakfast. After 36 hours without sleep we were pretty tired, so we all slept for two hours. When I woke up, I felt worse than before. Then we loaded the baggage aboard a weasel and left for the airstrip.

Monday, 28 January – By this time it was about 11:00. We went by Otter out to the *Atka*, here I discovered that I lost the duffel bag containing my Air Force-issued gear. The *Atka* took us alongside to *Towle* and we were transferred by M-boats [motor boats]. We had lunch and the lieutenant and I were berthed in the hospital with Dr. Hauck of VX-6. TSgt Patton and the salvage crew were berthed below decks. After lunch we went to sleep. I woke up about midnight

and fixed up a sandwich for myself and the lieutenant, since neither of us had made supper. The ship is rolling a bit more than when we left McMurdo Sound, nobody seasick yet though.

Tuesday, 29 January – Got up in time for breakfast. Not much to do on board ship. Can't do much writing because of the constant pitch and roll. Saw movie in the afternoon, *Love Letters*, pretty old, but not too bad.¹⁵⁸ Very good chow on board. Food is even better than on the *Glacier*. Not feeling so good today, the *Towle* is empty and when she rolls she doesn't go halfway about it. Dr. Harris gave me some preventative maintenance pills for seasickness. Discovered a little snack bar where you can fix sandwiches during the night.

Wednesday, 30 January – Nothing new today, we are still in a storm and tossing around like a leaf in the wind. About 01:00 we awoke to find the chairs and luggage flying around the cabin. We were sliding from one end of the bunk to another. Since we are quartered in the hospital there are bottles sliding around, etc. A stretcher lashed above Dr. Hauck fell down on him but didn't hurt him very much.

Thursday, 31 January – Still no letup in the storm or the rolling, if anything it has gotten worse. Took a roll of movies on the rocking of the ship. Food is still very good.

FEBRUARY 1957

Friday, 1 February – Nothing doing at all today. Very violent rolling. Storms coming up one after another. We had two rolls of 30 degrees today pretty much for an empty cargo ship.

Saturday, 2 February – The ship is not rolling as much today. I learned that in the Merchant Marine both the Captain and Head Engineer have four stripes. We had a movie out on deck tonight. A little chilly for an outside show.

Sunday, 3 February – This morning we prepared to reach port, which we did about noon. I wasn't charged for chow on board; however, I think McMurdo will bill me for mess since the first for the year now that they have a new administration. After a tugboat brought us into Lyttleton Harbor we were met by Lt Col Ellen, Capt Chapman, Capt Allen, and a bunch of the men from APO. There were a lot of the press there to meet TSgt Patton because of his polar jump. Everything is in good shape in my tent. This evening Col Crosswell gave a steak dinner for all returning from the ice. Lt O'Callaghan, TSgt Patton, I, and the 1015 salvage crew. We all had a good time, however Patton got sick and had to leave early. Condition of the ice runway was the primary topic. After supper Col Crosswell made some bets with Lt Col Ellen concerning the New Zealanders. He thought they would need our help next year. I was called on to write up and witness the bets. It was all done in a joking way and really was a scream.

Monday, 4 February – Today was not a day like all days, filled with events that alter and confuse our times. It was THE day of all days. This morning I got a stack of mail the main context was that it had been very cold in the States, my Academy appointment, and events in the Squadron.

One interesting item was a miniature 14” by 14” CAP flag and letter from Maj Basham saying he wanted me to drop the flag at the pole, also that he would come down and visit me shortly. In the afternoon, after a while collar inspection, I called Maj Basham over MARS. He said he was coming down here in two weeks and to wait before going to the pole until he got here. He also said that I had a nomination for the Air Force Academy, so in case he didn’t get down I was to come back in plenty of time to take exams on 18 March 1957. He told me to concentrate on movies as they were most important, this was the first time anyone told me this and it’s too bad I have to find out now that the operation is almost over. After I finished my conversation with the Major I went over to talk to Col Crosswell. I showed him the flag and told him of my recent phone call. He said: (1) No more planes were coming in from the States, so the Major could not come down. (2). The only planes going back to the States will be one in two days and one about 7 March. If I wanted to be sure and be back in time, I would have to leave in 2 days. The 7 March flight would be cutting it pretty close for my Academy exams, he said. This presents a problem: I can duplicate the pole flag drop here – no sweat, but I will have to leave in two days in order to make sure I’m back in time for the exams. If I do this though, I’ll miss the ride back thru 10 Eastern countries I would like to visit. The colonel advised me to call Maj Basham in the morning and get a decision formulated. This evening the colonel gave a dinner (steak) for the personnel returning from the ice. It was attended by me, Lt O’Callaghan, and TSgt Patton, plus most of the civilian salvage crew. All had a very good time. Col Crosswell and Lt Col Ellen were making bets if Col Forwood would have to supply the New Zealanders next year.¹⁵⁹

Monday, 4 February¹⁶⁰ – Straightened up tent. Called CAP National Headquarters and talked to Larry Hastings who said he was going to work for the Secretary of the Air Force. I explained the

situation as it has been told to me yesterday. After consulting with Maj Basham, Larry said I should return on Thursday's flight. He also said something about an Air Force Association convention in the middle of February he might want me to attend. I told him I would be back at Donaldson about 11 February 1957. I also said I would get a shot of me dropping the CAP flag before departing for the States. Then I called home and talked to Mom and Dad who were glad to hear that I was coming home. They said everything was fine in Peoria and that it had been quite cold there. After the phone calls I advised Col Crosswell of National Headquarters' decision and he said alright, but that he was sorry to see me go. I said I was sorry to go but didn't want to miss a chance to get into the U.S. Air Force Academy.

Tuesday, 5 February – Jim and Dave both said they were sorry I was leaving. I said it will seem funny not to have them around. Got some mail from Rita saying that she is not doing so well in school. Also, a letter from Joyce Loomis and one from Bev Ramsey saying George and Helen got married and CAPC is now meeting at Bradley's ROTC building.

Wednesday, 6 February – Jim gave me one of his footlockers to carry some of my gear back in. He also gave me a package to give to his wife. Today I saw Capt Fair, the personal equipment officer, about my lost cold weather gear. He figured it up and wanted to charge me \$100.00 for it, but I went to Capt Cowart, the Supply Officer, who had me make a survey report on it. I was busy packing when Mr. Hilty called, it seemed Graham Hilty, who had taken me out for a glider ride a few months ago, was in a glider accident and was now hospitalized. His father wanted me to come and see him, which I did. Graham seemed in good spirits although he had both legs broken and wouldn't be able to walk normally for a year. After leaving the hospital we went to

the Hilty home where I had some very good coffee. Murray (Graham's brother) showed me some color slides, and even gave me some to take back with me. I told him I would send him some copies of my slides. I had a discussion on Antarctic exploration with the grandfather. Then I went back to camp and finished packing. This afternoon MSgt Good, Lytle, and TSgt Thorne took movies on the simulated CAP flag drop. They were very cooperative, even though I forgot the flag and had to drive all the way back to Weedons from Harewood to get it.

Thursday, 7 February – Got up at 05:30 and turned in bedding. Then I had Capt Allen sign the survey forms and cleared with Sgt Barron who wished me well. I got a bus out to Harewood and loaded my baggage on aircraft 15189 which is commanded by Col Forwood, next year's mission commander, who came down to get a look at Operations. I changed my New Zealand pounds to dollars and then said goodbye to Jim, Doc, and Judy Henwood who had come out to see me off and who gave me a clothes brush as a going away present. Then I said goodbye to Lt Col Ellen and Col Crosswell and thanked them for their kindness. We got aboard but the No. 1 engine was in a bad way, so we had a two-hour delay. Jim was leaving on a plane to Australia, so I said goodbye to him. We took off about 11:00 and got into Fiji that night. I roomed with Grant Hendrickson, a minister from Bob Jones University who is working on a set of programs for the university radio station.¹⁶¹ We had a comfortable room and after a fine supper I decided to go for a swim. Paddling around in the warm waters of the pool I remembered that last time I was swimming was in the 28° F water of McMurdo Sound, Antarctica.

Friday, 8 February – This morning, after another refreshing swim, we took off (carefully checking for stow-aways beforehand) and headed for Canton Island which we reached about

19:00 on 7 February, since we had crossed the International Date Line.¹⁶² On Canton, I saw Eddie Rousch, Lt (jg) Baker, and Don Guy, whose Pan American Clipper was delayed because of engine trouble. Before boarding the plane again, we had a very good supper at the U.S. Govt. chow hall. We took off once again and after a sleepless night, landed at Hickam AFB, Honolulu. It was raining lightly as we unloaded our baggage and headed for the customs shed. Customs took about an hour and a half. I had declared nothing and was roundly chewed out by the customs inspector when he found Jim's package, which he said, "Could have been 10 pounds of opium." Everything turned out O.K. with customs though, although I had to break open Jim's package to satisfy the inspector that it wasn't opium. We checked in at the Field Grade Officer's BOQ where I shared a room with a reporter from Greenville. We are right next to Pearl Harbor and just across the street from the large officer's club. On a visit to the PX this morning I looked up from my shopping and who was standing next to me but a 4-star general. He must be the commander of the Far East Air Forces.¹⁶³ I had dinner at the Officer's Club and came back and called Maj Noonan, who said there was another Wing meeting tomorrow and would I like to go? I said yes. I went to sleep about 17:00, woke up at 01:00 and put in a call for 08:00.

Saturday, 9 February – Got up at 08:00, showered, shaved, and got ready for the conference. One of the sergeants from the liaison office, whom I met when I was here last time, picked me up at the Officer's Club at 9:30 and we drove out to the Elks Club where the conference was being held. As soon as I arrived, I was whisked away to the offices of the *Honolulu Star-Bulletin* where I was interviewed for an hour and a half on my Antarctic experiences. Then I was returned to the conference by the same sergeant, who had not had breakfast as yet. We arrived back in time to see the new drum and bugle corps of Hawaii Wing giving an exhibition. After that I said hello to

Col Dillingham and then we all had lunch. After lunch I had pictures taken with both male and female cadets. Then I went to the afternoon session of the Hawaii Cadet Advisory Council. I found the subjects discussed and the problems encountered much the same as in the Illinois council. I gave a talk to the council on my recent experiences and was followed by Col Dillingham who spoke about the necessity of getting a good command of the English language. At the closing session of the meeting the colonel gave an address on selling CAP I believe that Col Dillingham is one of the best leaders I have seen in CAP I was invited to the Dinner-Dance in honor of Hawaii CAP's 10th anniversary that night. A bus took us back to Hickam, I changed into my blues and took a station wagon out to the Cannon Club at Fort Ruger, the Hawaii National Guard camp.¹⁶⁴ This club is located on the side of Diamond Head and there is a beautiful view of Honolulu from there. The roast beef dinner was very good, and Col Dillingham gave a very funny speech about how he got to be wing commander ten years ago, he said, "I don't know one end of an airplane from another." They said, "You're just the kind of guy we're looking for." Dancing after supper was very delightful, although there were spurts of rain on the open terrace. There were four girl cadets present and I was the only boy cadet, so I had no trouble with getting dance partners. Thelma Nicholas, with whom I spent most of the evening, gave me a flower lei and the traditional kiss that goes along with it. We left about 00:30, ourselves and Col Dillingham being the only ones remaining, said goodnight to the colonel, and got a bite to eat before going back to Hickam.

Sunday, 10 February – Got up at 08:30 and went to 09:30 Mass. Lorraine called up to say she was sorry she could not take me to Mass since her car was in an accident last night but that she would try and see me off tonight. I spent the morning packing and getting ready to go. In the

afternoon I went down to Base Operations and saw Thelma off. Then Maj Noonan and his family picked me up and we had dinner at the Honolulu International Airport. After we finished the meal, we had to rush back over to Hickam in order to make station time. An agriculture inspector came around and searched our bags to be sure we weren't carrying any fruits or plants. We took off and after we were in the air, I discovered that Lorraine had left two shell boats, two records, and a lei for me. After we had been in flight for an hour and a half number one engine was lost and we had to feather and turn back for Hawaii. Everyone was sweating it out a little, but we made it with no trouble. We returned to the BOQ and got our old rooms back that we had before.

Monday, 11 February – This morning, since we hadn't gotten the engine fixed yet, me, Mr. Crocker, Maj Blogett, and Grant Hendrickson went on the Navy tour of Pearl Harbor. We saw the sunken remains of the battleships *Arizona* and *Utah*. In the afternoon I did some writing. In the evening after calling Lorraine and thanking her for the boats, and having dinner at the tropical decorated officer's club, Col Fuller took me to the outdoor movie theater where we saw *Santiago*.¹⁶⁵

Tuesday, 12 February – Went swimming this morning and got a little tan. In the afternoon they moved takeoff time up on us, so we had to pack in a hurry to catch the bus. We ate at the MATS terminal and then went out to the plane where the agriculture inspectors were spraying. On searching the passengers, they found some fruit of Col Fuller's, this they promptly confiscated, much to the colonel's aggravation. We cranked the engines and found that the compasses were out. The aircrew tried to get them fixed but finally decided to go without them and fly by the stars. Before we could leave, the agriculture inspectors were back and insisted on spraying the

plane again. The spray didn't smell very good and in fact they really raised a big stink over it. We finally took off and I managed to get a little sleep during the 11-and-a-half-hour flight to Norton AFB.

Wednesday, 13 February – Landed at Norton AFB where the civilian salvage workers were met by the commanding general of the San Bernardino Material Area. We stayed at Norton that day and I caught up on my sleep. We left Norton about 03:00 after having some propellor trouble before takeoff.

Thursday, 14 February – On the way to Donaldson several of the crew members reflected on how good it was to be home and see the U.S. soil again. After we landed at Donaldson AFB, I was met by Lt McKenzie of 18th Air Force's Information Services office.¹⁶⁶ I related my experiences to him and checked my camera equipment back in. The South Carolina Liaison Officer flew in and picked me up and we flew to Washington, taking an Air Force lieutenant colonel and two Navy men on a hitch-hike. We had a little weather trouble coming into Washington. I was met by Mr. Frank Burnham of Information Services of CAP National Headquarters. He took me to the V.O.Q. where Maj Folies and I spent the night.

Friday, 15 February – I ate breakfast in the large PX building and then Mr. Burnham took me to the Sheraton Park Hotel for the Air Force Association Jet Age Conference. I was interviewed by the press and then went to a reception for Secretary Quarles.¹⁶⁷ At this reception I was introduced to Mr. Quarles, the Secretary of the Navy, General Twining, Major General Carmichael of personnel procurement, Gill Robb Wilson, Col Phyllis Gray, commander of the W.A.F., and Don

IMMEDIATELY

WASHINGTON, D.C., Feb. 14 -- The youngest American of this generation to travel to the bottom of the world and back was on his way to Washington today to attend the Air Force Association's second annual Jet Age Conference.

Civil Air Patrol Cadet Rogert N. Barger, who has been taking an active part in the combined Navy-Air Force OPERATION DEEP FREEZE in the Antarctic, arrived at Donaldson AFB, S.C., this noon and immediately boarded another plane bound for Washington.

The lad from Peoria, Ill., who has just turned eighteen, was chosen last fall from the corps of 50,000 Civil Air Patrol cadets representing every state in the Union, the District of Columbia, Alaska, Hawaii, and Puerto Rico. Since taking off for the advance base at McMurdo Sound last October, Cadet Barger has lived in the midst of the most extensive polar expedition ever attempted -- one of the jet age's most ambitious undertakings.

Barger was a working member of the 80-man Air Force team whose job it was to airlift supplies over the polar icecap to set up and maintain a base at the South Pole.

In addition to making several re-supply flights over the Pole in huge C-124 Globemasters, the CAP cadet was one of four volunteers who tested new Air Force survival gear in the frigid Antarctic waters. The cadet's participation in DEEP FREEZE was made possible through the cooperation of the Eighteenth Air Force, Mr. Donald Douglas of the Douglas Aircraft Company, and the Civil Air Patrol -- the USAF's civilian auxiliary.

The Peoria youth became the second teen-ager in history to visit the Antarctic. Twenty-nine years ago a Boy Scout, Paul Siple, made history by travelling to the Pole with Byrd.

After his Washington visit, Barger will return to Peoria to bone up for the Air Force Academy entrance examinations. He was nominated by his Congressman during the polar trip.

Figure 53 -- CAP press release about Barger's return. Source: Barger.

Strait, Assistant A.F. Secretary for Reserve Forces.¹⁶⁸ After the reception we had lunch, which was very good for a banquet lunch. Secretary Quarles gave a very good speech on the strength of the Air Force. I was introduced to the assembly as just having arrived from the South Pole. I was briefed at CAP National Headquarters about my future activities and then turned in my film for processing. The information office had arranged for transportation to Wright-Patterson AFB where my liaison officer would meet me and take me into Peoria. I boarded the plane and flew to Wright-Patterson where I met Capt Emerson, our assistant liaison officer. It seemed that plans had been changed and we were to remain overnight and go into Chicago in the morning so I could see Col Gherman. While at Wright-Patterson I was interviewed by the base PIO and photographed by a Dayton, Ohio newsman.

Saturday, 16 February – Capt Emerson let me fly AF0540 almost all the way back to Chicago. Here I was met by Col Gherman, Wing Commander, Lt Col Higgins, Deputy Commander, and members of the wing staff including Cadet Dorothy Wenner who has just been elected the Queen of Illinois Wing. Then I was flown to Peoria and reunited with my parents. At the airport were Lt Col McCowan and members of Group and Squadron staff. Before driving home, I learned of some of the speaking, writing, radio, and TV engagements that were being made for me.

FOR IMMEDIATE RELEASE

WASHINGTON, D.C. -- An 18-year-old Civil Air Patrol cadet, who last night arrived in Washington from the South Pole, literally stole the show today from the top military and civilian aviation leaders gathered in the Sheraton Park Hotel for the second Annual Air Force Association Jet Age Conference.

The boy was Civil Air Patrol Cadet Robert N. Barger, Peoria, Illinois, who was selected last October to take part in Operation DEEP FREEZE the U.S. expedition to the Antarctic. Barger was a guest at the Jet Age luncheon held in honor of Air Force Secretary Donald A. Quarles. The lanky teen-ager was paid a high tribute when he was introduced by Air Force Assn. President Jock Henebry. Mr. Henebry introduced the young man ahead of the other assembled dignitaries who were taking part in the jet age conference.

Barger is an honor CAP cadet who last year completed the 3-year Civil Air Patrol aviation education program. He was selected over top CAP cadets from all 48 states last fall to accompany the Air Force to the Antarctic on Operation DEEP FREEZE.

Cadet Barger will depart from Bolling AFB this evening for his home in Peoria, Illinois where he will begin intensive study for the Air Force Academy entrance examinations to be given on March 16th. Barger, who is the first teen-ager to celebrate his 18th birthday at the bottom of the world, arrived back in the United States yesterday to learn that he had been nominated by his Congressman for the U.S. Air Force Academy.

-30-

Figure 54 – Press release about Barger's Air Force Association attendance. Source: Barger.

DEPARTMENT OF THE AIR FORCE
WASHINGTON

OFFICE OF THE SECRETARY

MAR 18 1957

Dear Cadet Barger:

It is a great pleasure to extend to you my congratulations and those of the Department of the Air Force on your participation in Operation DEEP FREEZE as a member of the 18th Air Force team.

I especially wish to commend you for your part in the historic flight over the South Pole, the first ever made by a United States Air Force plane.

As the first Civil Air Patrol cadet selected for this duty you have shattered some precedents and established others, reflecting great credit upon yourself and upon the Civil Air Patrol which you represent. Your achievements are a tribute to the high standard of training maintained in the Air Force's civilian auxiliary.

Sincerely yours,

Donald A. Quarles

1 Inclosure
Picture at Jet
Age Conference

Cadet Major Robert N. Barger, CAP
2208 North Linn Street
Peoria 5, Illinois

Figure 55 – Congratulatory letter from Secretary of the Air Force Quarles. Source: Barger.

JUNE 1957

23-27 June – In connection with this operation, I later flew to Washington and presented President Eisenhower with a plaque commemorating my trip on which was fastened the horseshoe from Shackleton's expedition (it was inscribed on the plaque as being from the Scott expedition, however, so for practical purposes the horseshoe was from the Scott expedition). The President asked me about the trip and my exchange to Denmark the year before; altogether our conversation lasted about 20 minutes. Major General Agee, commanding general of CAP was also present at the presentation. Afterwards the press people were admitted and took pictures of the actual presentation.¹⁶⁹



Figure 56 – Barger presenting President Dwight D. Eisenhower with a pony shoe from the Shackleton Expedition in the Oval Office, 24 June 1957. Source: Morse Center.

THE WHITE HOUSE

WASHINGTON

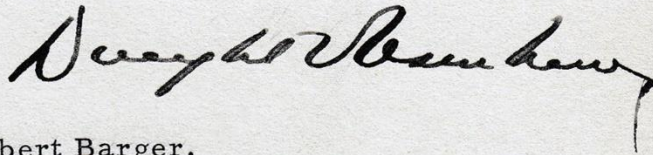
June 25, 1957.

Dear Cadet Barger:

Again I want to tell you what a pleasure it was to meet you yesterday, and to thank you for bringing me such an unusual souvenir. Eventually I shall send the silver plaque to the museum that bears my name in Abilene, where I know the tiny pony shoe from the Scott Expedition to the South Pole will be an object of great attraction.

I was delighted to hear a little about the adventure in which you participated, and envy you many of the experiences you have had. You have my best wishes for a fine and successful future in your chosen career.

Sincerely,

A handwritten signature in dark ink, reading "Dwight D. Eisenhower". The signature is fluid and cursive, with a long, sweeping tail on the final letter.

Cadet Major Robert Barger,
2208 North Linn Street,
Peoria, Illinois.

Figure 57 – Thank you letter from President Eisenhower to Barger. Source: Barger.

POSTSCRIPT

After returning from Antarctica to take his Air Force Academy entrance exams, Barger decided against a military career and chose to enter the seminary to become a Catholic priest. He graduated with his Associate in Arts degree in liberal arts and sciences from Saint Bede College, Peru, Illinois in 1959 before earning a Bachelor of Arts in Philosophy (1961), Master of Arts in History (1966), Master of Arts in Teaching (1966), and Master of Divinity in theology (1975) from the University of Saint Thomas, Saint Paul, Minnesota. He served for ten years in the Diocese of Peoria before requesting and receiving his laicization papers from Pope Paul VI. The documents gave him permission to return to life as a layperson so he could marry his wife, Josephine, in 1976, the same year he received his doctorate in the history of education from the University of Illinois at Urbana-Champaign.

Doctorate in hand, Barger pursued several professorial roles teaching and researching history, philosophy and theology at the University of Illinois at Urbana-Champaign, Eastern Illinois University, Charleston, Indiana University, South Bend, and as an adjunct assistant professor at Notre Dame University. After retiring, he and Josephine settled in a retirement community near the campus.

In January 2021, after donating his Antarctica diary and other artifacts and records to CAP, Col Frank A. Blazich, Jr., Director of the Morse Center, recognized that Barger's service in Operation Deep Freeze qualified the retired educator to receive the Antarctica Service Medal. Through coordination with Mr. John P. Russo, Assistant Deputy, Air Force Auxiliary, Secretary of the Air Force, Manpower and Reserve Affairs who reached out to the National Science Foundation, approval was obtained to recognize Barger's service as an Antarctic pioneer.

On 15 May 2021, Brigadier General Edward D. Phelka, CAP National Vice Commander, presented 82-year-old Dr. Barger with the Antarctica Service Medal in South Bend, Indiana in recognition for his explorative and scientific achievement as an assistant photographer for the 80-man aviation unit from the 18th Air Force assigned to Operation Deep Freeze II. Although humbled by recent medical issues, Dr. Barger recalled his CAP training and formally saluted the general after his medal presentation. A token of respect, from one servant leader to another.



Figure 58 – The Antarctica Service Medal. Source: CAP National Headquarters (hereafter cited as “CAP NHQ”).



Figures 59 and 60 – Barger’s certificate and salute to Brig Gen Phelka. Source: CAP NHQ.



Figures 61 and 62 – Dr. and Mrs. Barger enjoying the occasion (above), and Brig Gen Phelka, Dr. and Mrs. Barger (below). Source: CAP NHQ.



Figure 63 – Dr. Barger: pioneering CAP cadet and Antarctic explorer. Source: CAP NHQ.

ENDNOTES

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- 1 Chicago O'Hare International Airport.
 - 2 Lt Col Gordon Higgins, Illinois Wing Vice Commander.
 - 3 The Sovereign Hotel in Santa Monica, California, opened in 1928. Heavily damaged in the 1994 Northridge Earthquake, the hotel was restored and added to the National Register of Historic Places in 1997. Today the hotel functions as a luxury apartment complex.
 - 4 Douglas Aircraft Company plant in Santa Monica, California.
 - 5 Son and founder of Douglas Aircraft Company, Donald W. Douglas, Jr. was a member of the board of directors in 1956, becoming company president in 1957.
 - 6 Lookout Mountain Air Force Station, located in the Laurel Canyon neighborhood of Los Angeles, was a classified facility which produced motion pictures and still photographs for the Department of Defense and the Atomic Energy Commission from 1947-1969.
 - 7 Filmed in Hollywood and produced at Desilu Productions and CBS Television City, the show ran from 1951 to 1971, hosted by Richard "Red" Skelton.
 - 8 The DC-7C (Seven Seas) was a transport aircraft from Douglas Aircraft Company, the last major piston engine-powered transport made by the company. The aircraft had a non-stop, transatlantic capability with a range of 5,635 miles.
 - 9 Braniff International Airways, headquartered in Dallas, Texas, operated from 1928 until 1982, flying primarily in the midwestern and southwestern U.S., with operations in Mexico, Central and South America.
 - 10 MATS evolved into Military Airlift Command, and today is known as Air Mobility Command.
 - 11 Major General Walter R. Agee, National Commander of the Civil Air Patrol. Major Hal J. Basham, U.S. Air Force Academy Director of the Candidate Advisory Service.
 - 12 Paul E. Garber was the first head of the National Air Museum of the Smithsonian Institution, working with the organization of 72 years and the father of the contemporary National Air and Space Museum.
 - 13 Major General Lucas V. Beau, National Commander of the Civil Air Patrol from 1947-1955. Vernon A. Haughland was a report and writer for the Associated Press. During World War II, he became the first civilian to receive the Silver Star from General Douglas MacArthur on 3

October 1942 for heroism after surviving the crash of a B-26 bomber and wandering in the New Guinea jungle for 43 days before being found. Haggerty refers to writer James J. Haggerty, Jr., author of numerous aviation and aerospace books.

14 Which aired on WRC radio, Washington, DC.

15 Arthur J. Lamb ran a television show on WTTG-TV in Washington, DC for over several years in the 1950s. In 1959, he left WRC-TV and the Art Lamb Show to pursue a career in advertising, later serving as director of special events for the National Park Service's National Capitol Region in 1970.

16 Barger is referring to his visit to Denmark as part of the International Air Cadet Exchange.

17 Sherman Adams was White House Chief of Staff for President Dwight D. Eisenhower from 1953-1958.

18 General Nathan F. Twining, Chief of Staff of the USAF from 1953-1957, later Chairman of the Joint Chiefs of Staff from 1957-1960.

19 Visiting Officer Quarters

20 Later the 63d Military Airlift Wing and 63d Airlift Wing, was inactivated in 1994 but reactivated on a provisional status in 2002 as the 63d Air Expeditionary Wing.

21 Colonel, later Brigadier General Edgar Wade Hampton, served in the Pacific and European Theaters in World War II, and later saw combat in the Korean War. He took command of Donaldson Air Force Base and the 63d Troop Carrier Wing in February 1955.

22 Brigadier General Hoyt L. Prindle, USAF.

23 Colonel Horace A. Crosswell, USAF, commanded the 63d Troop Carrier Group, and the squadron of 8 C-124 Globemaster II transports provided by the 18th Air Force to support Operation Deep Freeze. Crosswell Glacier in the Ellsworth Mountains is named in his honor.

24 Colonel E. Mortimer Gherman, CAP, Illinois Wing Commander from 17 September 1954 – 23 August 1958.

25 Bachelor Officer Quarters.

26 Issued during World War II as "Bag, Flight, U.S. Army Air Forces, B-4," the B-4 is essentially a folding suitcase to carry uniforms neatly and effectively.

27 Major William P. Noonan.

28 *Hawaii Calls* was a radio program broadcast live from Waikiki Beach from 1935 to 1975 which was hosted by Webley Edwards and broadcast weekly, usually from the courtyard of the

Moana Hotel. The Royal Hawaiian Hotel is a luxury hotel on Waikiki Beach which first opened in 1927 and remains one of the most famous and luxurious hotels in all of Hawaii.

29 Hawaii Route 61, or Pali [meaning “precipice” in Hawaiian] Highway, which is the main highway connecting downtown Honolulu with the windward side of Oahu.

30 Colonel Benjamin F. Dillingham, Hawaii Wing Commander from 22 January 1947 to 16 May 1962.

31 Henry J. Kaiser, brainchild behind the Liberty and Victory ships, and creator of the Kaiser Hawaiian Village Hotel (Hilton Hawaiian Village) today.

32 Rear Admiral George J. Dufek, USN, Commander U.S. Naval Support Force Antarctica (Task Force 43). Dufek commanded Operation Deep Freeze I (1955-56), II (1956-57), and III (1957-58). Rear Admiral Robert Wade Morse, US Naval Academy Class of 1922, retired from USN in 1952 as a Rear Admiral.

33 Nadi International Airport is the main international airport of Fiji, located on the island of Viti Levu. The hotel continues to operate today, located adjacent to the airport on Namaka Hill.

34 The Chevron Hotel, named after an original house on the site, was the first “country club” hotel in Australia when it opened in 1934. In 2006, the hotel was redeveloped as the Chevron Green Apartments.

35 The Shrine of Remembrance is a war memorial in Melbourne, originally built to honor those men and women from Victoria who served in World War I. Today the Shrine served as a memorial to all Australians who served in war. Melbourne hosted the 1956 Summer Olympics from 22 November – 8 December 1956.

36 Royal New Zealand Air Force (RNZAF) Station Harewood is today Christchurch Airport, the main airport serving Christchurch. In 1950, it became New Zealand’s first international airport. When Barger arrived in 1956, Harewood served as the primary military base for the U.S. Antarctic Research Program.

37 RNZAF Station Weedons served as a storage depot for several RNZAF bases and also contained married quarters and bachelor housing.

38 The New Zealand Air Training Corps (ATC) formed in early 1941 and is similar in respects to CAP.

39 Wigram is a suburb in southwest Christchurch and once home to RNZAF Station Wigram (today Wigram Aerodrome), active from 1917-1995. Today the Air Force Museum of New Zealand is located at Wigram.

40 Aerial Port Operations

41 MARS, or Military Auxiliary Radio System is a US Department of Defense civilian auxiliary composed of licensed amateur radio operators who provide communication assistance when other options are unavailable.

42 Referring to de Havilland Canada DHC-4 Otter (designated in the US Air Force as the UC-1), a single-engine high-wing short take-off and landing aircraft. These aircraft were fitted with skis for use on the ice runway at McMurdo.

43 Likely this is Nancy Morgan, *City of Women* (New York: Fawcett Pubs, 1952).

44 William H. Kearns and Beverly Britton, *The Silent Continent* (London: Victor Gollancz, 1955).

45 The USAF B-15 Intermediate Flight Jacket were cloth-shelled, alpaca fur-lined jackets with a mouton fur collar for wear in temperatures from 25-55° F.

46 Dr. Paul Allman Siple participated in all five Antarctic expeditions lead by Admiral Richard E. Byrd and served as the first US science attaché to Australia and New Zealand from 1963-66.

47 Hyster Company manufactures forklifts and materials handling equipment.

48 The first Caterpillar dealer in New Zealand, beginning in 1932.

49 Colonel Carl E. Welchner served as the information service officer for 18th Air Force

50 Not entirely clear what this is, but believe it stands for “Official Duty Record No. 2.”

51 The crash of a Lockheed P2V-2N Neptune “Boopsie,” number 122465, assigned to VX-6, occurred on 18 October 1956 while attempting to land at McMurdo, Antarctica in severe weather. Lieutenant David W. Carey, USNR (pilot), AD1 Marion O. Marze (plane captain), AT1 Charles S. Miller (radioman), and Captain Rayburn A. Hudman, USMC, all died in the crash. Four other crew on board survived with injuries.

52 Major, later Lieutenant Colonel Cicero J. Ellen, USAF. Ellen Glacier in the Ellsworth Mountains of Antarctica is named in his honor.

53 The de Havilland DH.82 Tiger Moth is a biplane primary trainer aircraft used extensively by the Royal Air Force, Royal Canadian Air Force, Royal Australian Air Force, and Royal New Zealand Air Force for pilot training.

54 Formed in Christchurch in 1885, “The objects of the St. John Ambulance Association are instruction in first aid and the provision of necessary equipment, and instruction in home nursing, child welfare, and hygiene.” Today the Brigade trains and maintains a group of men and women for first aid and auxiliary nursing needs, providing reserves for medical services of the armed forces and public hospitals in time of emergency.

55 Major General Chester E. McCarty, USAF, 18th Air Force commander.

56 A “davenport” is a name given to a line of sofas made by the now defunct A.H. Davenport and Company.

57 The hut is a building erected in 1911 by the British Antarctic Expedition of 1910-1913 led by Robert Falcon Scott on the north shore of Cape Evans on Ross Island. Prefabricated in England prior to being brought to Antarctica by ship, the 50 by 25-foot building is insulated by seaweed sewn into a quilt placed between double-planked inner and outer walls. The hut was reused from 1915-1917 by members of Ernest Shackleton’s Ross Sea party. Left locked up in January 1917 until it was relocated by personnel from Operation Deep Freeze in 1956, the hut remains preserved today as a frozen memorial, designated as an Antarctic Historic Site.

58 The M29 Weasel, built by Studebaker, is a tracked vehicle designed to traverse sandy, muddy, or desert terrain while able to tow loads over terrain which wheeled vehicles could not negotiate.

59 This flight aboard C-124 no. 52-1015, “State of Oregon,” was the first Air Force mission over the South Pole. According to USAF records, the aircraft arrived at the pole at 19:00 local time and the drop included 18 barrels of fuel and a “Grasshopper” automatic weather reporting station.

60 Buildings 13 and 14 served as Transient Crews Quarters.

61 Leverett G. Richards was an Associated Press reporter for *The Oregonian* newspaper for over 50 years. His career took him to both poles and 75 countries. In 1957, he returned to Antarctica with the director of the Portland (OR) Zoo to bring back 39 Emperor and Adelie penguins, the first held in captivity.

62 A 1953 MGM musical romantic comedy film starring Marge Champion, Gower Champion, Debbie Reynold, Helen Wood, Bob Fosse, Kurt Kasznar, and Richard Anderson.

63 Lieutenant Colonel Cicero J. Ellen, commander of the 52nd Troop Carrier Squadron.

64 The ski-equipped Douglas R4D-5 Skytrain “Que Sera” made the first landing ever at the South Pole at 20:34 local time on 31 October 1956 with the temperature at -58° F. Piloted by Lieutenant Commander Conrad Shinn, under command of Rear Admiral Dufek, those aboard the aircraft became the first humans to set foot on the South Pole since 1912. Today, “Que Sera” resides in the National Naval Aviation Museum in Pensacola, Florida.

65 JATO is an acronym for Jet-Assisted Take-Off rockets which provided added thrust for take offs for heavily loaded aircraft.

66 Nimitz Hall, completed on 20 January 1956, was one of the first buildings at McMurdo Station and served as a library/office building.

67 Icebreaker, USS *Glacier* (AGB-4)

68 Barger is referring to the Suez Crisis (Second Arab-Israeli War) which took place from 29 October to 7 November 1956 where the forces of Israel, France, and the United Kingdom fought to regain control of the Suez Canal following the nationalization of the Suez Canal Company by Egyptian president Gamal Abdel Nasser.

69 A 1955 Columbia Pictures comedy musical starring Janet Leigh, Betty Garrett, and Jack Lemmon.

70 The Hungarian Revolution of 1956 occurred from 23 October to 10 November 1956 when the Hungarian people revolted against the domestic policies of the Soviet Union. Soviet forces brutally repressed the revolution.

71 Little America V was an exploratory base established on 3 January 1956 at Kainan Bay as part of Operation Deep Freeze and built by U.S. Navy Seabees. Constructed below the snow line in the ice, all living quarters, the general room, and cafeteria were linked and had ramps leading to the surface for tracked vehicles. The purpose of the design allowed personnel to work without having to go outdoors in the harsh weather conditions. The base served as the American base in the International Geophysical Year from 1 July 1957 to 31 December 1958.

72 Crater Hill is a 1,099-foot-high extinct volcano, one mile north of Observation Hill on Ross Island. Walter S. Sullivan, Jr. was a science reporter for *The New York Times* and considered the “dean” of science writers. Albert Fenn was a photographer for *Life* magazine.

73 The Chapel of the Snows opened on 6 May 1956 at McMurdo, constructed from spare materials. Father John C. Condit, the chaplain, together with Seabee volunteers, maintained the nondenominational chapel on their free time. In January 1957, a small shrine to Our Lady of the

Snows, dedicated to the memory of Seabee Construction Driver Third Class Richard T. Williams, who died on 6 January 1956 when his D-8 bulldozer broke through the ice and sank, was erected on Hut Point. The original Chapel of the Snows burned down on 22 August 1978.

74 Major Murray A. Wiener, Air Force advisor to Rear Admiral Richard E. Byrd, was one of the U.S.'s foremost experts on polar survival.

75 A 1952 RKO Radio Pictures western starring Marlene Dietrich, Arthur Kennedy, and Mel Ferrer.

76 National Geographic photographer David S. Boyer.

77 A 1952 MGM western starring Stewart Granger, Wendell Corey, and Cyd Charisse.

78 U.S. Navy Chaplain Father John C. Condit served in the Navy from 1953-1973 and retired at the rank of captain. He served in Operations Deep Freeze I and II, becoming the first clergyman to reach the South Pole.

79 A 1952 Universal Pictures comedy starring Ann Blyth, Edmund Gwenn, and John McIntire.

80 A 1953 London Films comedy starring Alec Guinness, Celia Johnson, and Yvonne De Carlo.

81 Surveyor Chief George Ross (later LCDR, CEC, USN, retired) served as operations chief for Little America V and one of the most experienced cold weather Seabees in the Navy at the time.

82 Commander Herbert W. Whitney, CEC, USN. ComNavBasesAntarc stands for "Commander, Naval Bases Antarctica." Whitney commanded Mobile Construction Battalion (Special) of the Seabees during Operation Deep Freeze I and II. Lieutenant Commander Robert E. Graham, USN, commanding the Little America V base located at Kainan Bay.

83 A 1954 RKO Pictures rural comedy starring Robert Mitchum, Jean Simmons, and Arthur Hunnicutt.

84 Located adjacent to Little America V, and named after Seabee Max R. Kiel, who died on 5 March 1956 when his D-8 tractor fell into a crevasse.

85 A 1952 MGM produced melodrama starring Lana Turner, Kirk Douglas, Walter Pidgeon, Dick Powell, Barry Sullivan, Gloria Grahame, and Gilbert Roland.

86 Herbert Levack, later Colonel, USAF, retired, of the 52nd Troop Carrier Squadron.

87 The Peoria *Journal Star*.

88 A 1953 Columbia Pictures drama starring Kirk Douglas.

89 This mission represented the first attempt to construct a base at the South Pole.

90 A 1941 Warner Brothers western starring Errol Flynn and Olivia de Havilland.

91 A 1954 Twentieth Century Fox western starring Dale Robertson, Debra Paget, and Lisa Daniels.

92 Likely a Kodak Signet 35 model of 35mm camera.

93 TSgt Richard J. Patton, an aerial port specialist credited at the time with 31 prior jumps.

94 At the time, Cutler was himself only 18 years old and the first Australian to ever reach the South Pole. He was aboard the same C-124 with Barger on 31 October 1956.

95 Patton became the first person to ever parachute over the South Pole, jumping from a C-124 at approximately 2,000 feet. The purpose behind the jump was to determine why parachutes were separating from bundles shortly after development of the canopy. Patton determined the problem to be a release mechanism failure. For his jump he received the Distinguished Flying Cross.

96 C-124, tail number 52-0982, which was damaged at McMurdo back on 21 October 1956.

97 This was C-124, tail number 52-0983 which had its nose landing gear fail on landing after it struck the snowbank off the approach end of the runway.

98 St. Bede's College is a state integrated Catholic day and boarding school for boys 12 to 18 years of age in Christchurch, founded in 1911 by Marists.

99 This was C-124 tail number 52-1015, "State of Oregon." On 30 November, it suffered a severe accident while delivering parts and the Douglas repair specialists to McMurdo. The left landing gear collapsed on landing and the aircraft struck a snowbank. The left gear collapsed, the tires in the nose wheel blew but Captain Warren J. Fair kept the aircraft on the runway. After the aircraft stopped, fire broke out in the forward section. While exiting the aircraft by rope, Fair broke his leg, and the one Douglas representative broke his heel. The aircraft was sufficiently damaged to be written off and thereafter used as a parts store by the field. Several parts of 52-1015 ended up in the repairs of 52-0982 and 52-0983.

100 A 1952 Twentieth Century Fox production of the short story by Ernest Hemingway of the same name, starring Gregory Peck, Ava Gardner, and Susan Hayward. Henry King directed the film, himself a founding CAP member.

101 A 1956 Walter Wanger science fiction horror film starring Kevin McCarthy, Dana Wynter, Larry Gates, King Donovan, and Carolyn Jones.

102 Harold Stroop was 32, a native of Highland County, Ohio and a 14-year USAF veteran assigned as a C-124 flight engineer in the 63rd Troop Carrier Wing.

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- 103 The G-11 cargo parachute is 100 feet in diameter with a maximum payload capacity of 5,000 pounds. The G-12 parachute as a 64-foot diameter with a maximum payload capacity of 2,200 pounds.
- 104 A 1953 Universal Pictures South Seas adventure film starring Jeff Chandler, Marilyn Maxwell, Anthony Quinn, and Suzan Ball.
- 105 John E. Tomasch, a pilot with the 63rd Troop Carrier Wing.
- 106 A 1951 short documentary film by Walt Disney Productions which won an Oscar at the 24th Academy Awards for Best Short Subject (two-reel).
- 107 An unclaimed region of 620,000 square miles of Antarctica, the largest unclaimed territory on Earth, named after the wife of Rear Admiral Richard E. Byrd.
- 108 Known as Byrd Station.
- 109 Rear Admiral George Dufek
- 110 International Geophysical Year, an international scientific project from 1 July 1957 – 31 December 1958.
- 111 A 1954 Warner Brothers historical drama starring Rex Harrison, Virginia Mayo, George Sanders, and Laurence Harvey.
- 112 Lieutenant Commander Peter Bol, USN, chaplain with the 1956 winter party at McMurdo. In 1957, the Reserve Officers Association named him Chaplain of the Year for the entire US Armed Forces on account of his work at Little American and McMurdo Sound. While enroute to Washington, DC to receive the award he died in a mid-air collision on 1 February 1958 between at P2V Neptune and a C-118 transport.
- 113 Icebreaker, USS *Atka* (AGB-3).
- 114 Likely one of Thorne Smith's two novels, *Topper* (1926) or *Topper Takes a Trip* (1932), which formed the basis of the fantasy sitcom *Topper* which ran on CBS from October 1952 to July 1955.
- 115 Congressman Robert H. Michel, Republican from Illinois' 18th Congressional District from 1957-1995.
- 116 Mr. Robert H. Iverson, University of Wisconsin Class of 1959, and the junior member of the university's IGY team.
- 117 Oiler, USS *Nespelen* (AOG-55)
- 118 2nd Lt James M. O'Callaghan, USAF, 53rd Troop Carrier Squadron.

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- 119 David H. Fink, *Be Your Real Self* (New York: Simon and Schuster, 1950).
- 120 A 1954 Universal Pictures romantic drama starring Jane Wyman, Rock Hudson, Barbara Rush, Agnes Moorehead, and Otto Kruger.
- 121 John F. Guerrero, meteorologist, and electronics technician with the US Weather Bureau. Guerrero Glacier in Antarctica is named after him.
- 122 Dr. Sidney A. Schwartz, a physiologist with the Research and Development division of the U.S. Navy's Clothing and Textile Officer.
- 123 MSgt Hendrick "Henry" Dolleman, a Dutch-born US Army veteran who rescued multiple Army Air Forces personnel in Greenland during World War II, notably the survivors of the B-17 "My Gal Sal" which is today on display in the National World War II Museum. Dolleman Island in Antarctica is named in his honor.
- 124 Chief Storekeeper William T. Hess, USN.
- 125 Edwin Flowers, a meteorologist with the US Weather Bureau. Together with Guerrero, they established the first US Weather Bureau meteorological station at the South Pole.
- 126 Cargo Ship, USNS *Pvt. John R. Towle*.
- 127 Lt (jg) Lester J. Halsema, USN, photographer with the destroyer escort USS *Brough* (DE-148).
- 128 Royal New Zealand Navy Antarctica support vessel NMNZS *Endeavour*, formerly the *Ailanthus*-class net tender *Satinwood* (YN-89) of the U.S. navy.
- 129 A 1953 MGM musical starring Esther Williams, Van Johnson, and Tony Martin.
- 130 Seabee Construction Driver Third Class Richard T. Williams, who died on 6 January 1956 when his D-8 bulldozer broke through the ice and sank. Arrival Heights are cliff-like heights along the west side of Hut Point Peninsula, just north of Hut Point in Ross Island, Antarctica, discovered and named by the British National Antarctic Expedition of 1901–04.
- 131 Don Guy was an Associated Press reporter/correspondent who covered Operation Deep Freeze II.
- 132 A 1954 Paramount Pictures mystery thriller starring James Stewart, Grace Kelly, Wendell Corey, Thelma Ritter, and Raymond Burr.
- 133 Sir Edmund P. Hillary was a native of Auckland, New Zealand and together with Sherpa mountaineer Tenzing Norgay became the first climbers to successfully summit Mount Everest on 29 May 1953. Hillary came to Antarctica as part of the Commonwealth Trans-Antarctic

Expedition and led the New Zealand section beginning on 4 January 1958. Under his leadership, the New Zealanders became the first party to reach the South Pole overland since Roald Amundsen in 1911 and Robert F. Scott in 1912.

134 A 1954 MGM film noir starring Robert Taylor, Janet Leigh, and George Raft.

135 Lt J.W. McNeill, USN, helicopter pilot with VX-6. On 12 July 1957, McNeill was flying a Sikorsky HO4S-3 helicopter (BuNo 138580) to McMurdo after a routine pilot proficiency flight when his windshield iced over, and his visibility dropped to nil. Misjudging his landing, the helicopter crashed into the ice and burst into flames, injuring several passengers, and resulted in the death of AD2 Nelson R. Cole, USN.

136 Commander Edward M. Ward, USN, commanded VX-6 during Operation Deep Freeze I and II (1955-1957). Lieutenant Commander David W. Canham, Jr. was Officer in Charge at McMurdo and executive officer of Naval Mobile Construction Battalion (Special) for Operation Deep Freeze I and II. Canham Glacier is named in his honor. VX-6 refers to the Navy's Air Development Squadron Six assigned to Operation Deep Freeze.

137 James L. Mursell, *How to Make and Break Habits* (Philadelphia: J.B. Lippincott, 1953).

138 A 1954 Paramount Pictures drama starring Bing Crosby, Grace Kelly, and William Holden.

139 Dr. Willis L. Tressler, of the Division of Oceanography, U.S. Hydrographic Office.

140 Icebreaker, USCGC *Northwind* (WAGB-282).

141 A 1954 Columbia Pictures adventure film starring Alan Ladd, Peter Cushing, and Harry Andrews.

142 Seabee Driver Petty Officer Second Class CD2 Ollie B. Bartley of Slaughters, Kentucky was the fifth casualty of Operation Deep Freeze II when he became entangled in the weasel's radio wire and drowned. The underwater demolition team (UDT) from the attack cargo ship USS *Arneb* (ALA-56/LKA-56) recovered his body from the ice beneath Hut Point in McMurdo Sound.

143 Seabee Aubrey O. Weems of Canton, Mississippi.

144 A 1954 Universal Pictures western starring Maureen O'Hara, Jeff Chandler, and John McIntire.

145 Seaplane tender, USS *Curtiss* (AV-7).

146 Pram Point projects from the southeastern side of Hut Point Peninsula, about 1.5 miles northeast of Cape Armitage on Ross Island. Discovered in early 1900, its name comes from the

pram, a Norwegian-type dinghy. Sir Edmund Hillary chose the location as the site for Scott Base, the base camp of the New Zealand Party of the Commonwealth Trans-Antarctic Expedition, 1956-58.

147 Commander Charles A. Snay, communications officer for Task Force 43.

148 A 1954 MGM musical starring Ann Blyth, Edmund Purdom, John Ericson, Louis Calhern, Edmund Gwenn, S.Z. Sakall, and Betta St. John.

149 Dr. Andrew Assur from the U.S Army Corps of Engineer's Snow, Ice and, Permafrost Research Establishment (SIPRE). Dr. Assur's advice permitted the reestablishment of flight operations at McMurdo.

150 A 1953 MGM film adaptation of the 1948 Broadway musical starring Kathryn Grayson, Howard Keel, and Ann Miller.

151 The name honors Norwegian Roald Amundsen and Englishman Robert F. Scott for their pioneering efforts to reach the South Pole.

152 Following his service representing the Boy Scouts of America during the International Geophysical Year, Chappell published a book, *Antarctica Scout*, in 1959, served as an officer in the US Navy, and then earned a doctorate in biophysics from John Hopkins University. He served as President of the American Polar Society from 1997-2000 and is currently a professor in the Department of Biological Sciences at Hunter College.

153 Navy Chaplain Lt Father Leon S. Darkowski.

154 A 1954 Universal Pictures noir crime film starring Sterling Hayden and Gloria Graham.

155 Lt Donald C. Hauck, Dental Corps, US Navy.

156 Chaplain Darkowski sent one of the medals to Pope Pius XII and received the Papal Blessing on Operation Deep Freeze in return.

157 A 1954 Paramount Pictures comedy starring Danny Kaye, Mai Zetterling, Torin Thatcher, David Burns, and Leon Askin.

158 A 1945 Paramount Pictures film noir starring Jennifer Jones, Joseph Cotton, Ann Richards, Cecil Kellaway, Gladys Cooper, and Anita Louise.

159 Colonel William G. Forwood, USAF, commanded the 61st Troop Carrier Group handling airlift/airdrop operations for Operation Deep Freeze.

160 There are two entries for 4 February 1957 in the journal.

¹⁶¹ Grant H. Hendrickson, who would earn a doctorate in New Testament studies at Bob Jones University in 1959.

¹⁶² Canton Island is the sole inhabited island of the Phoenix Islands in the Republic of Kiribati. It previously was a stopover refueling point for trans-Pacific airlines until the introduction of long-range jet aircraft. Pan Am last used the island as a scheduled stop in November 1965.

¹⁶³ This would have been General Laurence S. Kuter.

¹⁶⁴ The Cannon Club opened in 1945 as a social club at Fort Ruger for officers and their families. In December 1955, the Army turned over most Fort Ruger's lands to the State of Hawaii, but the Army retained ownership of the club, which closed in 1997. In 2001, the club and its property transferred to the state, and the site is now home to the Culinary Institute of the Pacific under the Kapi'olani Community College.

¹⁶⁵ A 1956 Warner Brothers film starring Alan Ladd.

¹⁶⁶ First Lieutenant Ronald P. McKenzie.

¹⁶⁷ Donald A. Quarles, fourth Secretary of the Air Force and seventh Deputy Secretary of Defense.

¹⁶⁸ Secretary of the Navy Charles S. Thomas. General Nathan F. Twining was Chief of Staff of the USAF from 1953-1957 before serving as the third chairman of the Joint Chiefs of Staff from 1957-1960. Major General Richard H. Carmichael, Director of Personnel Procurement and Training, Headquarters USAF, 1954-1958. Gill Robb Wilson, founder of the Civil Air Patrol. Colonel Phyllis D.S. Gray, director of the Women in the Air Force (WAF) from 1954-1957. Donald J. Strait, one of two National Guard pilots to achieve ace status in World War II (13.5 kills) who would rise to major general and commander of the New Jersey Air National Guard.

¹⁶⁹ The actual presentation occurred on 24 June 1957. The plaque presented to President Dwight D. Eisenhower is in the collection of the Dwight D. Eisenhower Presidential Library, Museum and Boyhood Home in Abilene, Kansas.